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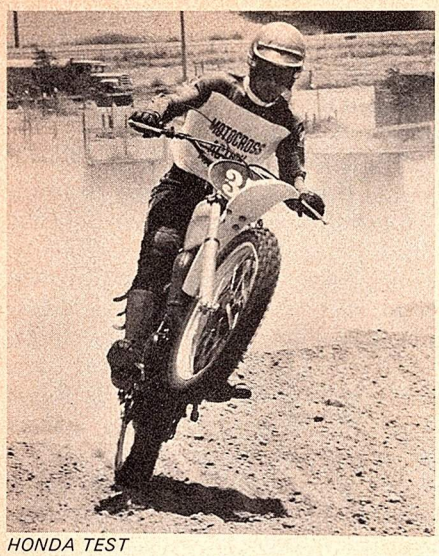

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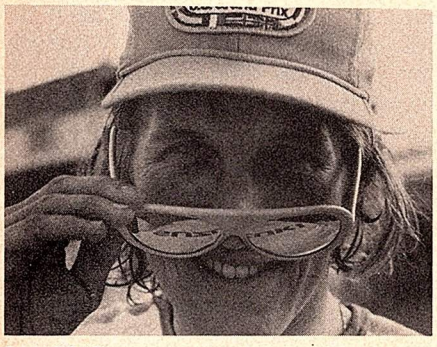

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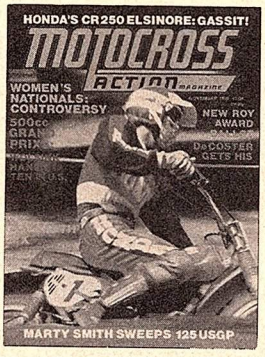
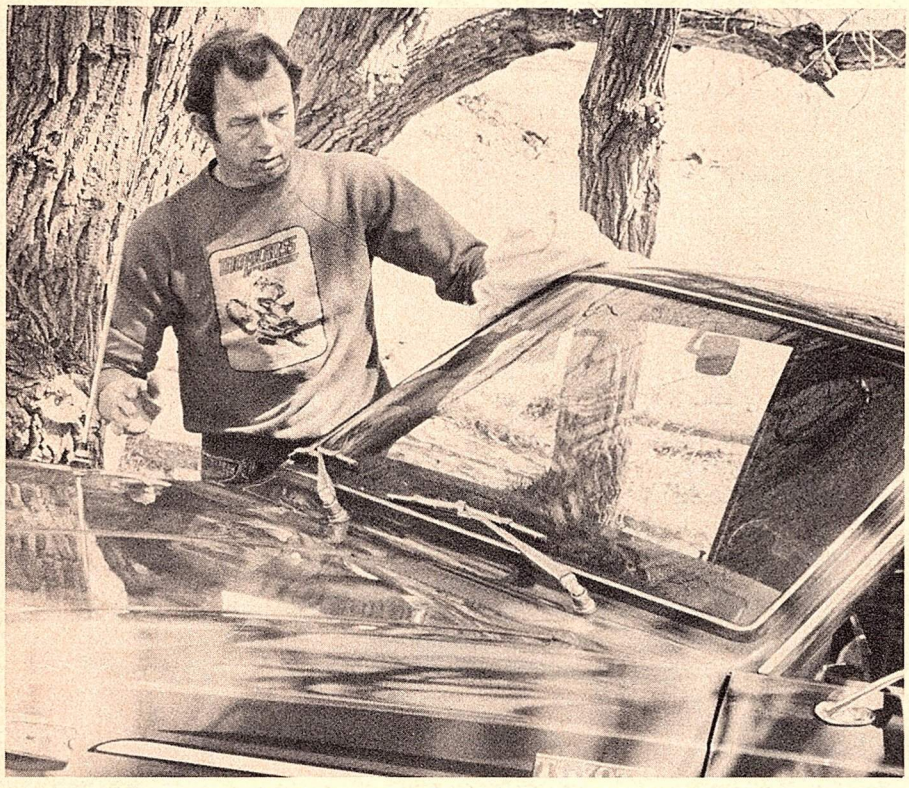


Marty Smith dominated the USGP in Ohio but he didn't change his colors. This shot of Marty was taken using infrared film. See if you can figure out what colors are what. Photo by Rick Cochran.

ON THE MAINJET

By DICK MILLER



A while back, at the 500cc USGP at Carlsbad, we gave Roger DeCoster his truck as his award for being voted by the readers of MXA their rider of the year, hence the ROY award. Hopefully there is coverage of it somewhere in this issue.

An interesting thing has happened since we presented the truck to Roger. We keep getting phone calls asking if he's in town, or we keep bumping into people who say they saw him on the freeway heading toward Anaheim or Santa Monica; you name it, Roger's been seen going there.

The first week he had it we knew it was in Santa Barbara. We even got calls that he was seen washing it and tooling around town in it. Laurie's parents live in Santa Barbara so I knew that it was there because Roger, somewhat reluctantly, let her drive it home after the GP. He had hardly driven it at all when he turned it over to her, and she was cautioned to take it easy because he didn't want it dinged up. Roger had to follow up later because of some things he had to do at U.S. Suzuki before he left for the GP in Canada the following weekend. After Canada he had to leave for England, then West Germany, and then back to the U.S. for the Superbowl in the Los Angeles Coliseum.

I knew that he was going to leave the truck here for transportation and not ship it home to Belgium. He said that many times he's wanted to go out trailing while here in the States, but was usually dependant upon others because he couldn't get his bike anywhere, and now this would no longer be a problem. Roger had bought a van here two years ago about the time he married Laurie. Soon after, he had it shipped to Belgium with their wedding presents packed inside. As it was being unloaded off the ship in Europe they dropped it in the water, presents and all. How's that for a bummer?

Our knowing that the truck was here and Roger was in Europe made it interesting when we kept hearing about people in Southern California seeing Roger trucking around town. Who they were seeing was Merv Wright — Suzuki's racing team manager and Roger's friend — who was boarding the truck while Roger is away from California. Merv doesn't usually drive it around, but Roger asked him if he could get it serviced for him before he got here for the Superbowl. Laurie had already put over 900 miles on it the first week they had it, so it was ready for the 1000-mile checkup. People seeing the ROY Toyota flashing from here to there were not always catching a glimpse of the driver, and a lot of them thought they were seeing DeCoster.

When Roger got back from West Germany for the Superbowl I met him at the Coliseum on Friday night. He drove his truck, and I wisely borrowed a street bike — a new 550 Honda Four — from our street magazine *Big Bike*. I saved about an hour in the 20 or so mile drive from Encino to the Coliseum. Friday nights around the Los Angeles area are unbelievably congested. Everyone who lives in the area is trying to get out and they are being replaced by just as many people trying to get in. The result is a jam of traffic on all the freeways from about 2:30 in the afternoon till no telling when and depending on which way you're headed.

Laurie didn't come over for the Superbowl, so this was the most Roger had driven the truck. While we were inside, the Friday night events, the High School Championships, were taking place. A special match race between the Europeans and the Americans was supposed to highlight the evening. It was strictly a drawing card for the night's racing and wasn't going to be anything significant — like a shootout — to determine who's best. The promoter offered a little extra money to some European riders and some American riders. Roger declined, but the riders that did accept felt it was a good way to practice for Saturday night's event.

While the High School races were

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being run there were a substantial number of get-offs. In fact, there were so many that I could fill the next issue of this magazine with a crash and burn spectacle. It was bad, and even though quite a few injuries resulted from all these get-offs there would have been three times as many if the riders hadn't been so young and resilient.

I should mention that Roger was in one of the most relaxed moods in which I've ever seen him. He had locked up the World Championship in West Germany before coming to the Superbowl, and now he and Heikki were joking around in the infield of the Coliseum prior to the following night's race. Last year on this same field and at about the same time of year these two guys were locked in mortal combat for the World Championship — and you could have cut the tension with a knife. What a difference between then and now.

Since we were supposed to meet Peter Starr at Bud Ekins' house in Hollywood for a showing of "Portrait of a Champion" to some of Roger's friends, we had to leave the Friday night races early. In fact, it was only 7:30. Roger had wanted to stay to watch the practice for the match race and check out the course, but everything was running late because of all the crashes so we had to leave. I told Roger I'd follow him since I had the bike.

As we got onto the freeway there was still heavy traffic but it wasn't dark yet. We had to make two transitions of freeways to get on the Hollywood freeway from the Coliseum and we got caught right in the middle of the Dodger game rush. It was stop-and-go for miles. I pulled alongside Roger and told him I would meet him at Bud's, and then took off between the traffic, splitting lanes on the big Honda. I beat Roger by about 30 minutes and it was only 15 miles. He told me that while everyone was sitting there in the traffic they were waving at him and honking. Some would flash the peace sign or give him an OK. He said he was surprised at the reaction of so many people. The traffic was slow enough for him to even sign a few autographs.

When the movie was over at Bud's house a few people were milling about and I heard one guy say, "Yeah, I saw Roger driving this brown Toyota about a week ago heading for Anaheim . . ."

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BAZ'S BOX

by Paul Boudreau

I tore a fingernail off today. I suppose if you were going to classify all the creepy things you could do to yourself, tearing a fingernail off would rate right up there with pulling a Band-aid off a hairy part of your body and getting yourself caught in a zipper. It really didn't hurt all that much and it doesn't hurt now (except when I type the letter "L," ouch!), but every time somebody asks me what I did to my finger and I tell him I tore the nail off, I get a strange assortment of gasps and cringes in reply. People tend to associate injuries to the fingernail with certain torture techniques practiced by Oriental interrogators in war movies. Maybe that's why I did it falling off a Honda.

There is no limit to the ways you can tweak your bod racing motocross. My introduction to the fine art of self-prangment came early in life when I was racing Fang the 'Sang at the old Chilblain Valley scrambles track in Massachusetts. My girl, Sally the Snake, had just presented me with a foxy new racing jersey which she had made by embroidering a big "thumbs up" on a red sweatshirt. It was trick. It had vented sleeves; in other words it was loose around the wrists so air could waft up my arms, a pleasant defense against the notoriously hot New England summer. During the first race, while in a vicious duel for eighth place with a 300-pound geek on a DT-1, I tried leaning on him a little down this fast straight, which was my second mistake. My first mistake was wearing the red sweatshirt, for as I was sliding down the track on my stomach with my arms stretched out in front of me, I watched with morbid amusement as my trick vented sleeves rolled themselves up to my armpits. What I couldn't see, of course, was the other side of my arms being filed flat by the track. I walked around for two weeks after that holding my arms in the air like Marcus Welby on his way to surgery.

Before I could afford a set of leathers I used to wear only blue jeans while racing. The reward for my frugality was doled out on turn three of the Doorknob Creek motocross track near Peekskill. I had zigged when I should've zagged and was sprawled on the track with Fang resting squarely on my chest. What happened then was like an assembly line in a Kill the Bazzer factory. The next bike through caught my pant leg with its footpeg and tore the seam open. Then my friend Loose Lenny came around on his Montesa and did a one-eighty spinout and backed his exhaust pipe up my torn pant leg. Loose Lenny got up and emptied the dirt out of his gloves and looked down at me. "Goll-ee, Bazzer, fancy meeting you here. That's the third time I've spun it today. Must need a new tire. Do you smell something burning?" I now carry a permanent racing stripe down my left leg.

Lenny got his a few weeks later while we were racing the Third Annual Lake Shagogagouge Slopokes' Benefit Motocross for Blind Dwarfs. The Lake Shagogagouge Slopokes M.C. didn't have a whole lot to put on a race and had to use an old water wagon drawn by a mule named Evelyn to water the track. As it happened, just as Evelyn decided she wanted to munch some of the grass on the *other* side of the track, Loose Lenny gets it all crossed up in third gear coming through San Jose Turn. It wasn't so much crashing into the mule that injured Loose Lenny, it was when the club president got mad and hit him in the forehead with a board. Evelyn must've been his mule.

A bee flew inside my Bell Star once during a race. Stung me on the inside of my left nostril. Couldn't use my nose for a week.

Everybody has their favorite crash stories. The worst thing that ever happened to me was the time I got tangled with a refrigerator. Nick the Pumpkin and I were practicing down in the meadows by the river where all the people from the city would abandon cars, washing machines, stoves . . . you name it and somebody had dumped it down by the river. The junk, however, made bitchin' course markers and we had a pretty good track going with the dirt road around to the Kelvinator, an S-turn between the old Merc and the bathtub, a left-hander around the rusty bed springs, a jump over somebody's couch and a high-speed sweeper by the refrigerator.

I was just coming into this radical sweeper all wound out in fourth gear when the brake pedal return spring, which had been wearing a hole in my boot for the past two months, finally broke through and hooked my foot to the peg. Now if you ride like I do and you can't put your foot down coming into a turn, you panic, right? I froze; never even tried to make the turn, just piled into that refrigerator at full tilt. Nick the Pumpkin said it was the most incredible endo he ever saw. Baz, Fang and refrigerator doing pinwheels across the meadows. I ended up with a criss-cross scar on my back from bouncing off an icecube tray. Great for playing tick-tac-toe on the beach.

But I guess the most bizarre motocross injury I ever received was *after* I came in third at the Roach County Hog Round-up Motocross. The trophy girl, recruited from the local topless bar, had the biggest set of nee-nees I'd ever seen. She was wearing a really low-cut, skin-tight top and when I went up to get my trophy I was so flabbergasted by this abundantly tricked-out lady that I dropped my helmet and it rolled right over to where she was standing. When she bent over to pick it up, I sprained my eyelids.

AVOID THE HOLIDAY CROWDS!

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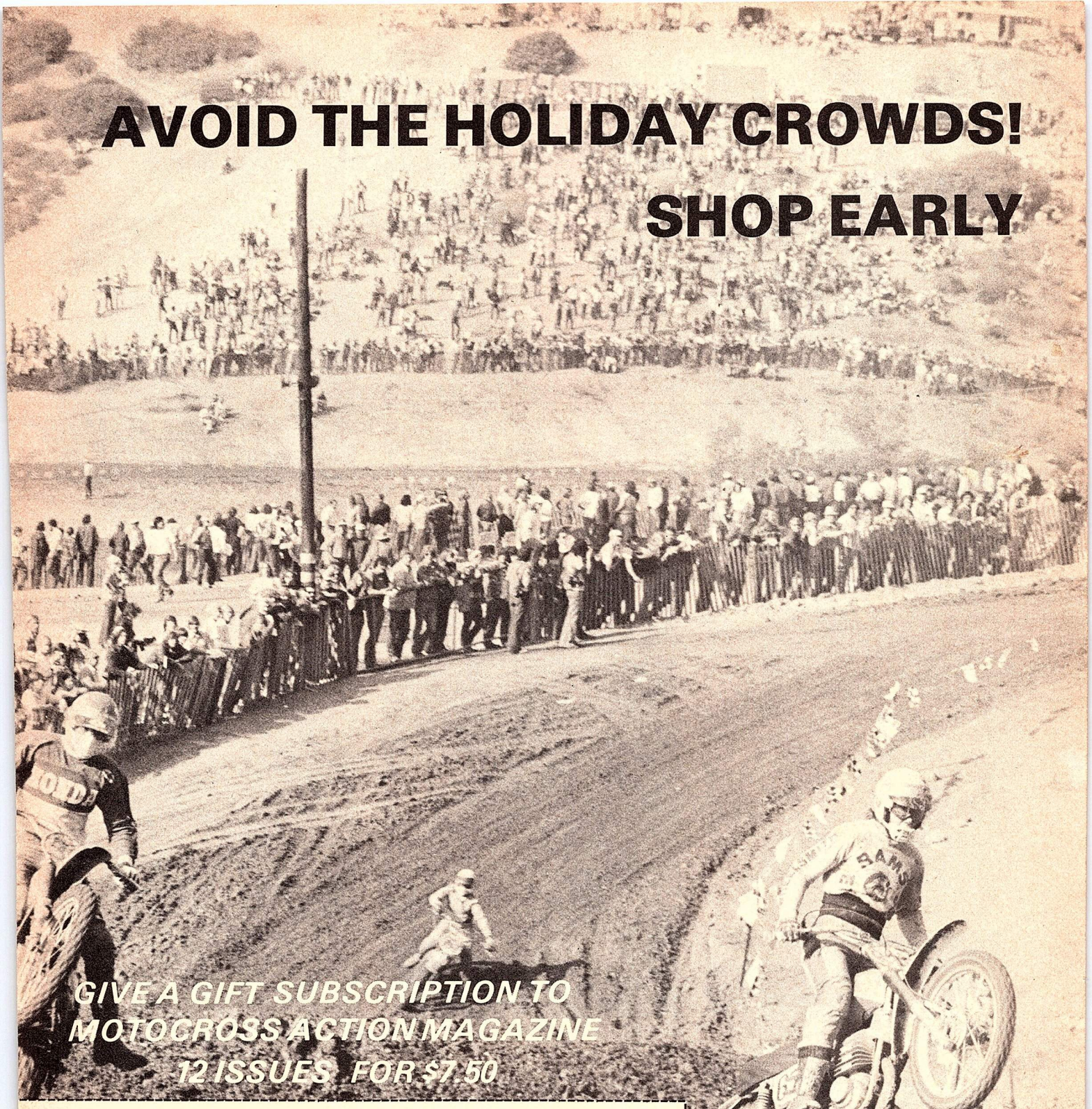

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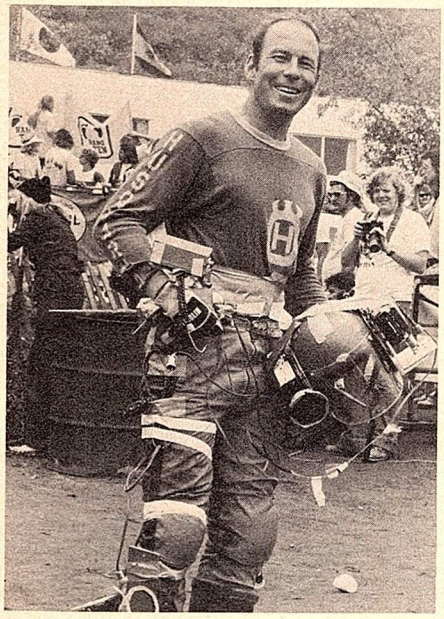
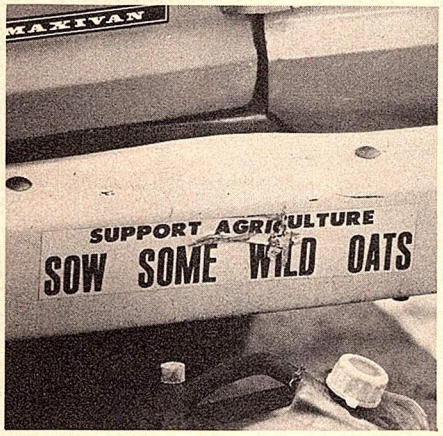
By Holbert Holquist



ABC, the wonderful people who bring you *Wide World of Sports*, had Rube Goldberg wire up former World Champ Rolf Tibblin for a spin around the USGP course at Carlsbad. Hopefully you will have seen the event on TV before you read this. Keith Jackson was replaced as announcer by Frank Gifford, the ex-footballer, fresh from his pertinent and tear-jerking coverage of the Evel Knievel London fiasco. It's times like that when you even appreciate Howard Cosell.

* * *



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CONTROVERSY AT THE WN

A week before the Women's National Championship races at Carlsbad, Yamaha International put up a sizable amount of cash and bought into the promotion. In return for their bucks, Yamaha stipulated that the event be called the "Yamaha Women's National Motorcycle Championships" and that all officials would wear Yamaha T-shirts and yellow pants. They also insisted that all the riders must wear huge Yamaha bibs which effectively covered the rider's entire racing jersey. This is where the trouble started. The riders who had worked hard all year long digging up sponsors for the WN and who didn't want to wear the bibs were told by the promoter that they would be disqualified if they showed up at the start without their Yamaha bibs. Cherry Stockton of Team MXA brought up the question of the bibs at the riders' meeting, and since neither the promoter nor Yamaha officials were on hand to make a decision, referee Butch Lee wisely ruled that the front of the bibs only need be worn. Ms. Stockton commented, "We've been ripped off. Sold out. Our sponsors do all the work for us and Yamaha reaps all the benefits. What goes on our shirts is our own property and the only advertising space we have to sell to our sponsors. They (the promoters) sold it out from under our noses and we didn't get a nickel for it. If we would've gotten start money it would've been different. But we didn't. And I don't even *ride* a stupid Yamaha."

Noni Wilson was choked by her Yamaha bib.

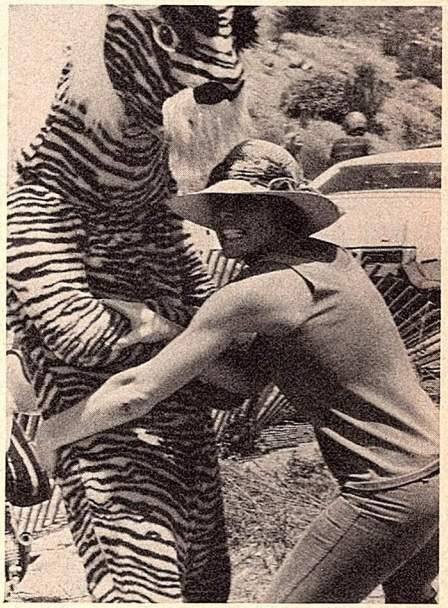
As if Yamaha didn't come out looking bad enough, they were supposed to provide posters for the event, a new motocross bike as a prize, and Jimmy Weinert as the trophy guy. In a three-for-three cop-out, the posters, the bike and Weinert failed to show up.

* * *

Sambo's Restaurants also bought part of the promotion. They sent a big tiger to hand out little rubber

Sambo doll.

Sambo dolls, which some of the girls taped to their helmets, and wooden nickels good for free coffee after the race. Most of the girls agreed they'd rather buy a bike from the Sambo's tiger than a Yamaha dealer.



Sambo's tiger gets a goose.

* * *

Ten top expert women from the WN were invited to the Superbowl of Motocross at the L.A. Coliseum for a special $200 winner-take-all trophy dash. The selections were supposedly based on rider ability on both 125 and 250 bikes, professional conduct, good sportsmanship, current standings in club racing and place of residence. All indications were that the selections were controlled by WN promoter Kasey Rogers. Of note was the omission of

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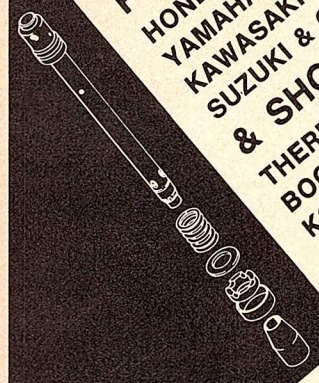

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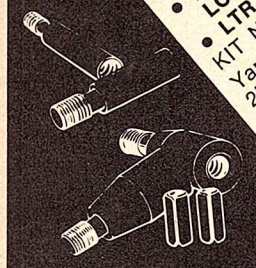

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Lorie Watson from the selections. Watson was second in the National standings last year, won the 125 National Championship this year, finished one point behind Teri Kezar in the overall standings this year and has displayed outstanding abilities all season long. "I'm a professional racer," says Ms. Watson, "and Kasey Rogers has taken away my chances of winning that $200."

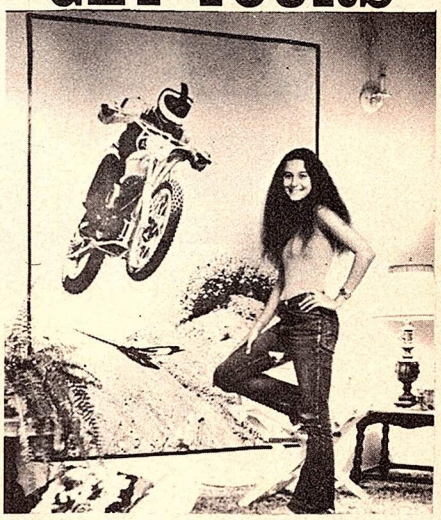
Ms. Rogers states, "Lorie Watson showed poor sportsmanship. She refused to wear her Yamaha bib and tried to get the other girls not to wear theirs. She rode a CR125 Honda in the 250 competition and I think that was cheating."

Lorie Watson, the Muhammud Ali of the WN.

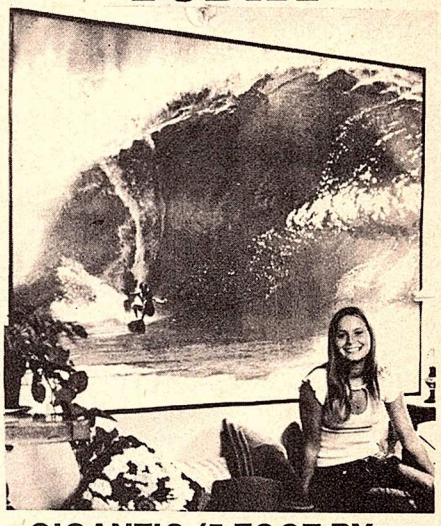
The facts are that Watson didn't wear her bib in the first event because she wasn't aware she was supposed to. She wore it in the remaining five events. It was Cherry Stockton who tried to get the other girls to not wear the bibs. Watson only supported Stockton's efforts. Watson's CR125 Honda was officially protested in the 250 event, torn down, measured and declared by race officials to be legal in the 250 class.

Ms. Rogers' motivations for excluding Lorie Watson from the Superbowl event seem to lie on emotional grounds and petty jealousies rather than performance and the desire to advance the sport. By excluding her from the Superbowl, Rogers is depriving Ms. Watson of her right to make money as a professional racer. She's also depriving Superbowl spectators of the paid-for pleasure of watching Lorie Watson ride and compete. Perhaps Kasey Rogers' real motivations can be gleaned from her "off the record" statement, "If she (Watson) comes and races and keeps her mouth shut, I'd be delighted to have her race (the Superbowl)." Shades of Muhammud Ali.

GET YOURS



TODAY



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WRENCH WRACING

By ARDIMOS MIERSTEDT

LOAD-UP CURE

Dear Ardimos:

When it was stock, my RN125 Suzuki used to load up like crazy. Now, since I put the hop-up kit on it with the 34mm Mikuni, it doesn't load up at all. I should think with a bigger carb it would load up even more. What gives?

Walter Abrunski
Framinghamlet, Vermont

You're confusing the misconception that a bigger carb on a 125 will cause it to load up with the effect a larger venturi has on low-range response. Putting a larger carburetor on a small engine will cause a slight decrease in low-speed throttle response because the larger venturi reduces intake velocity. It's like firing a spitball through a soda straw and then trying to shoot the same size spitball through a toilet paper tube. When you wick open the throttle on a large carb, the air is moving over the jets too slowly to draw enough gas out to feed the volume of air coming through. You have to wait till the motor gets spinning faster. The advantage is that the large carb will pass a larger volume of air at high engine speeds, allowing the motor to rev higher. The other advantage is that the reduced intake velocity at low speeds will inhibit the overloading of the intake air with gas and reduce the chances of it loading up.

CHEAPO HELMET

Dear Wrench Wracing:

I saw a helmet in a mail-order catalog that only costs $12.95. The ad said it meets or exceeds D.O.T., A.M.A., C.S.A. and Z90.1 standards and is certified by the Safety Council of America and is approved by the American Association of Motor Vehicle Administrations. Should I buy one?

Ross Roberts
Painters Creek, Ohio

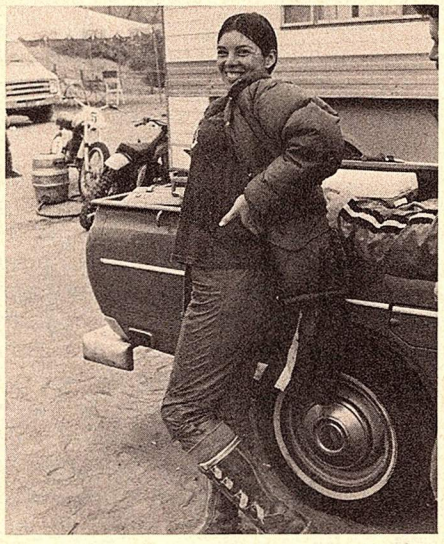
Sure, why not? Those standards are the only ones we have to go by. If the helmet meets those standards then I would assume it must be a good one at any price.

PUT A SOCK IN YOUR SMOCK

Dear Ardimos:

I'm a pit tootsie and when I go to the races I get blown off by all the other girls in the pits. They all look so foxy and they all have bigger boobs than I do. What can I do?

Chita Manual
Palm Grove, Florida



As demonstrated by the world-famous lady of the races, Wild Cherry Ittsgood, a well placed JT motocross sock can do wonders for your figure. Your belief that big boobs are better, however, is merely a figleaf of your imagination. Small boobs are much nicer than big boobs.

PORT-A-CAN DOORS

Dear Ardimos:

What do I do when I go into the port-a-can at the races and find out there is no hook on the door? I mean really?

Kenny Rian
Logbottom, Utah

There are three things you can do: (1) Hang on to the little nail left where the hook broke off and hope nobody big tries to open the door; (2) bring along your vice grips and clamp down on the door hinges, seizing them solid; or (3) you can shine it on and when somebody opens the door you can say, "Could I interest you in a slightly used roll of toilet paper?"

PAPERS

Dear Mr. Mierstedt:

I don't have one of those trick timing buzzers that tell when the points are just about to open when I'm timing my Yamaha. Is there anything I could use that would work just as well?

Melvin Chillblain
McIntosh, Wisconsin

Get some cigarette papers at your nearest smoke shop and put one between your points. Tug on it while you turn the engine. Just as the points start to open, the paper will pull out. I recommend Zig-Zag Kutcorners. Don't use wheat papers because they're too thick.

Dear Wrench Wracing:

How come when I tighten the chain adjuster nut on the left side of the bike I have to turn the wrench up, and when I tighten the nut on the right side I have to turn it down?

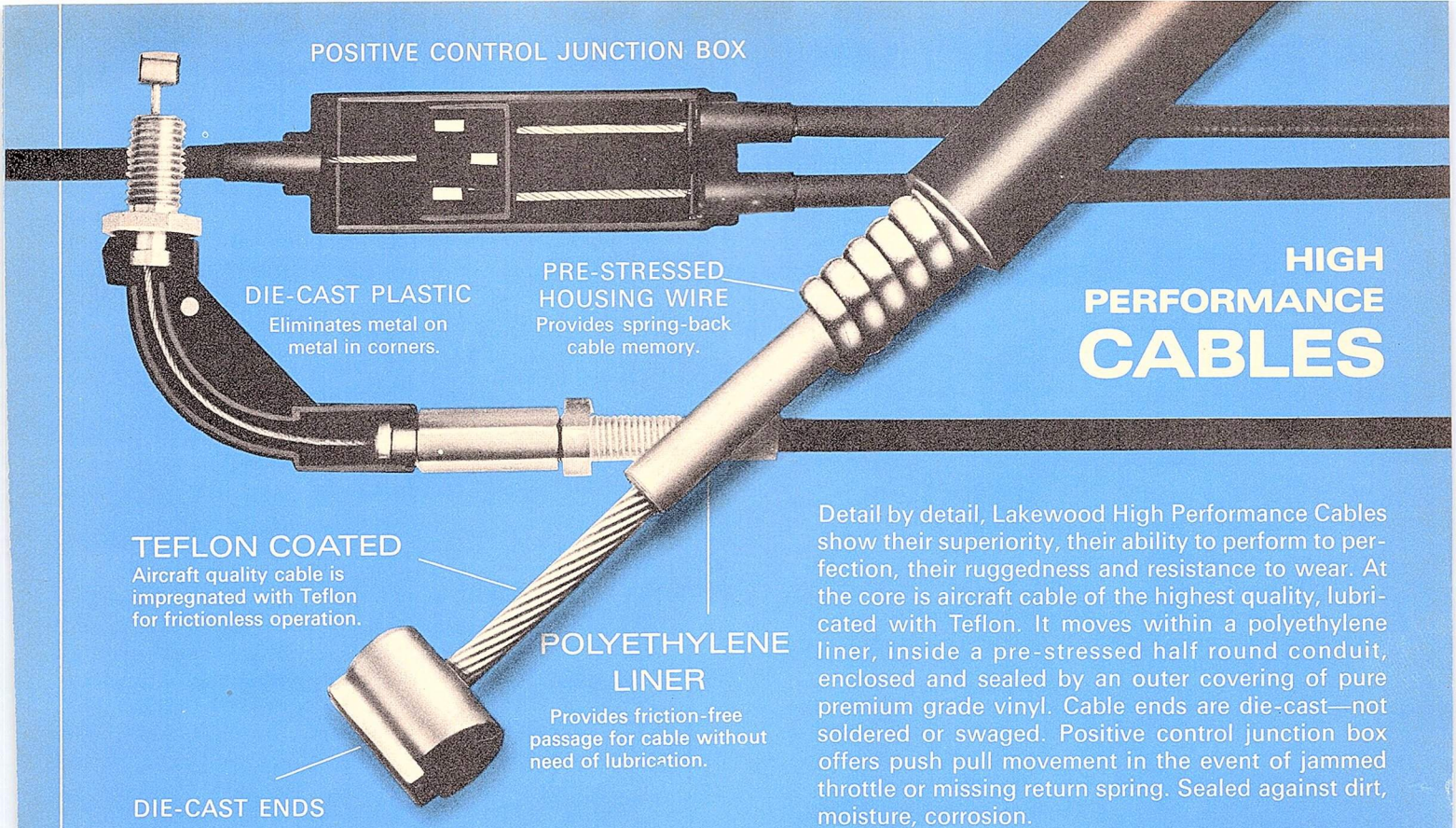
Harry Reddick
Waukegan, Illinois

Because you're on the other side of the bike.

Dear MXA:

OK. I know you're supposed to go into a turn really fast, wham into the

Cont'd. on page 19


POSITIVE CONTROL JUNCTION BOX
DIE-CAST PLASTIC
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Provides friction-free passage for cable without need of lubrication.
DIE-CAST ENDS

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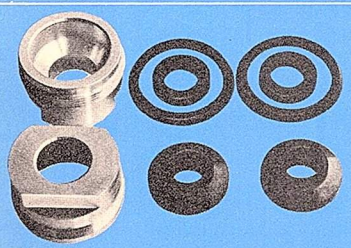
Enjoy more control, greater safety with truly high performance brake linings from Lakewood. These metallic linings won't fade when hot or wet, hold up under the toughest braking conditions. Ideal for motocross, they let you go deeper into turns, give you a real competitive edge. Lakewood metallic brakes give performance equal to, in some cases superior to, disc brakes. Yet they are strictly a stock replacement part requiring no special fitting.

Also available: semi-metallic disc brake pads.

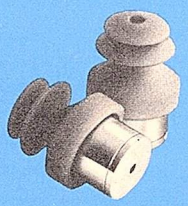
METALLIC brakes are a composition of powdered metal and graphite combined under tremendous pressure, and bonded to brake shoes with special adhesive.

KONI SHOCK REBUILD KIT



Restore new performance to leaking shocks easily at home. Kit contains complete instructions along with parts for two shocks.

SONIC EAR VALVES



Protect against noise, yet hear normal conversations unimpaired. Ideal for riders.

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MAIL ENTRIES

"WHAT MEAN 'UM WFO?"

BACK
IN THE SADDLE

Dear MXA:

I've been away from the old crash and burn way of life for nine months so it's time to straddle the monstrous 360 Husky, safety wire my wrist to the bars and turn on the gas once again. Hopefully.

I'm selling my guitars and my hero has changed from Jimmy Page to Heikki Mikkola again. Can I ever get this madness out of my system once and for all? I guess not. Well, break out the ace bandages and duct tape; here we go again.

Mike Osborne
Anniston, Alabama

MOVIE STAR MILLER

Dear MXA:

I was watching TV and saw a movie called "War of the Satellites" starring Dick Miller. Did the legendary Preston Gomez give up a job as a high-zoot Hollywood actor for the job as Editor of MXA?

David Hendricks
Houston, Texas

(Editor Miller was "discovered" playing piano in a bowling alley. —ass. ed.)

BORING BAZ

Bazzer:

Kiss my rear knobby. You're the biggest bore in this whole magazine. I thought that some of Miller's intelligence would rub off on you but I guess it was wishful thinking.

Bill Frye
W. Columbia, South Carolina

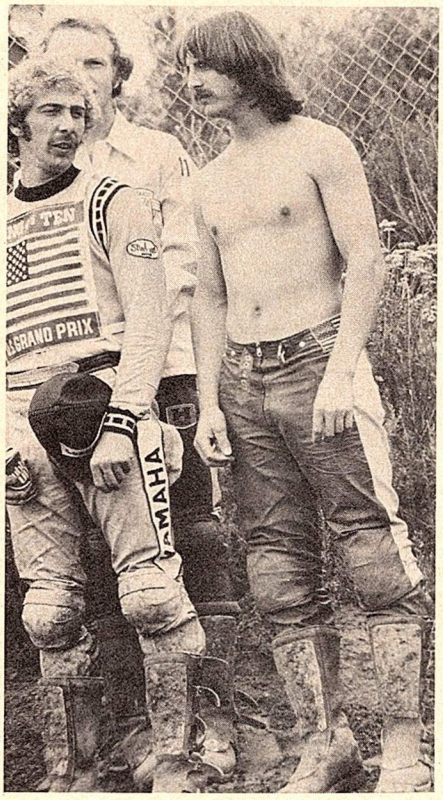
(Hear that, Miller? He called you "intelligent." —ass. ed.)
(Heavy. —ed.)

MORE SKIN

Dear MOTOCROSS ACTION:

More male bodies! I loved Richard.

Betty Zaborski
Provo, Utah



(How about Brad? —ed.)

FELL FOR LORI

Dear Moto Akshun:

Please tell Lori Payne that I love her and want to live with her. I'm 17 years old, weigh 245 pounds (don't laugh, I used to weigh 250), have brown curly hair and hazel eyes. Some say I look like Joel. I ride a 1970 Bultaco Matador (don't laugh again), but hope to race a 350 Pursang some day. (QUIT READING THIS, BAZ. IT'S PERSONAL!) Oh, Lori. Put yourself inside a CZ crate and have it shipped to my pad or I'll get a month's supply of baloney and Mr. Pibb and send myself to your house C.O.D. I can be your mechanic and wrench you to the 125 World Championship. And I wouldn't mind being called Mr. Lori Payne, either.

Jeffery Joel Taylor
Portland, Michigan

Dear MXA:

You guys have the best bike magazine on the circuit. In your August issue in the "Whips" department you had a picture of Lori Payne, girl motocrosser. She's a FOX!! Let's see more of that and keep up the great work. I think a lot of other guys will agree with me.

Jack Gallagher
Norristown, Pennsylvania

(They do. —ed.)

MISTAKES?

Dear MXA:

Boy did you guys blow it this time. In your August issue on page 14 you printed an ad picture upside down! Where are you guys from, China?

Bud Wende
Tucson, Arizona

Dear MOTOCROSS ACTION:

On page 14 of the August issue in the ad about Cycle Tie Down Racks, it seems the picture is upside down. But knowing there aren't any mistakes in your mag, it must be that the racks mount on the roof of the van. Far out. By putting the bikes in upside down, you can fit in two more bikes than before. Once again I am assured that MXA is on top of the new ideas. But where can I get a ramp for loading upside-down bikes?

Brad Stoddard
Yioga, Wisconsin

(Boy, they never say anything about all the pictures we get right side up. —ed.) (Ain't it a bitch? —ass. ed.)

LADY'S VIEW

Dear Editor:

This is what motocross is from the viewpoint of a girlfriend:

Motocross is going to the races for

the first time to watch your boyfriend and only knowing he's got on a yellow shirt with blue leathers and then finding out there's five guys with those colors.

Or jumping up and down when he gets the lead only to find out it's only practice.

Or when the race is over and he comes in and you're all set to go home and he says there are two more races.

It's spending nights at home alone because he's working on his bike or is with his racing buddies.

It's wishing you were one of the guys, but at those magical times glad you're not.

As an MX girlfriend you reserve the right to cry when he loses, to jump for joy when he wins, to laugh when he pushes another rider off the track, to sit with him in the hospital after he's wrecked. But you're not allowed to complain when he's late because of a race, or get mad when he breaks a date because his bike's not running right, or get upset when you don't hear from him all weekend because he's practicing. But I wouldn't trade it for anything!

An MX Girlfriend
Camarillo, California

(*Sigh . . . — ass. ed.*)

TOUGH SPORTS

Dear MXA:

In your top ten most demanding sports you left out push starting 400 CZs and cliff racing.

D. G. Magee
Sun City, Siberia

LATE AGAIN

Dear Editors:

We have just finished perusing your latest issue (Aug. '75) and are wondering why you are just now covering the Winter-Am. It's been over since Daytona and that was four issues ago. How long will it be until we hear about Carlsbad, October?!

Daniel, Sam, Dean, Scott and Scott
Carlisle, Pennsylvania

(*November. —ed.*)

MX PARENT

Dear Sirs:

Perhaps I can explain a few things

Cont'd. on page 58

A CAREER WITHOUT COLLEGE? YES!

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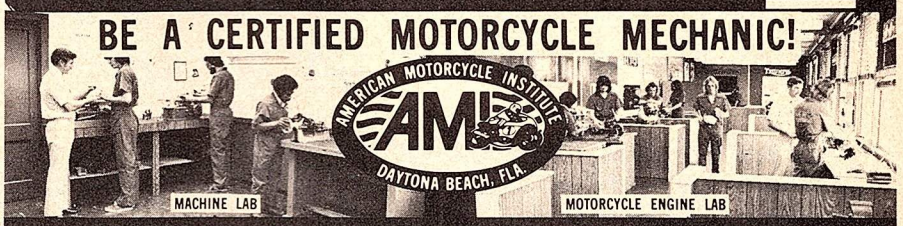

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	Dampening: ☐ - Soft ☐ - Medium ☐ - Hard	
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	Spring Weight: ☐ - 65 lb. ☐ - 80 lb. ☐ - 95 lb. ☐ - 110 lb. ☐ - 125 lb. ☐ - 140 lb.	
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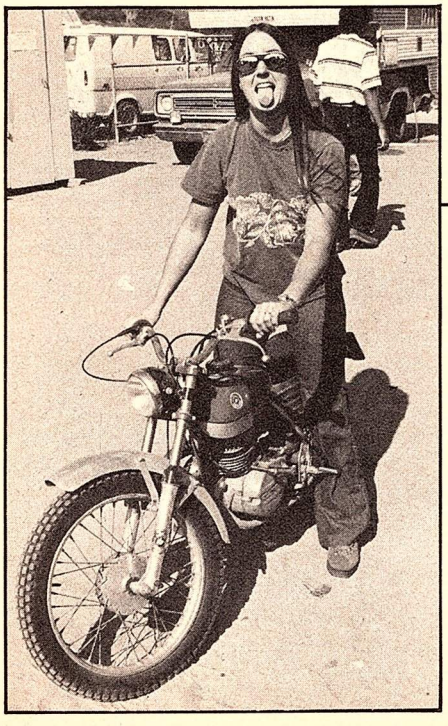
WHIPS

Little things about people who make motocross neat

⇧ TEAM SIDEWAYS

The entire MOTOCROSS ACTION Magazine Women's National Motocross team, from traditional left to right: Lori Maly, Peggy Oki, Sue "Flyin'" Fish, "Wild Cherry" Stockton, Johanna Stenersen, "Perilous Paulette" Napoleone and Cheryl Acres. We may not have won anything, but we sure had a lot of fun and half the team (Fish, Stockton, Stenersen and Acres) got invited to the Superbowl. (Paulette got invited to the desert.) We're mighty proud of our ladies.



⇦ JANENE TURTON

Last Year's 125 Women's Motocross Champion, Janene has been sidelined this year by injuries and was not able to compete at the WN. But she came anyway, tooting around most of the weekend on her mini giving support where support was needed. Sponsored by Steve's Bultaco in Van Nuys, California, she works as a nurse when not on the gas. Stick out your tongue, Janene.

NANCY THOMAS ⇨

Last year at the WN "Nasty Nan" showed blazing speed but fried her engine in practice. This year she again cooked her motor before the first race, but managed to get it running in time to steal the final 125 moto away from Lorie Watson and Teri Kezar. She didn't bring any trophies back to her home in Bend, Oregon, but she did manage to walk off with the hearts of most of the Southern California motocross freaks who bumped into her smiling face. Keep the gas on, Nast.

You've paid your MX dues.

Now get serious, get on a Husky, and get winning!

It's a long, hard climb from novice to expert. No matter what bike you started on, you soon learned there's more to motocross than kissing the trophy girl.

It's sweat and fatigue.

It's bruised limbs and blisters.

It's high speed get-offs and embarrassing endos.

It's giving all you've got to give — and finishing eighth.

Week by week, your body gets tougher. Your skills get sharper. You've stayed with it. Now it's time to start winning, and we've got the bike that'll get you there.

Our 250 and 360 cc GP motocrossers are exact replicas of the "works" machines that make winning a habit with Howerton, Mikkola and Lackey.

Laid down gas/oil shocks, magnesium engine, heat treated chrome-moly frame, reed valve induction — they all come together in a motorcycle that's not for novices.

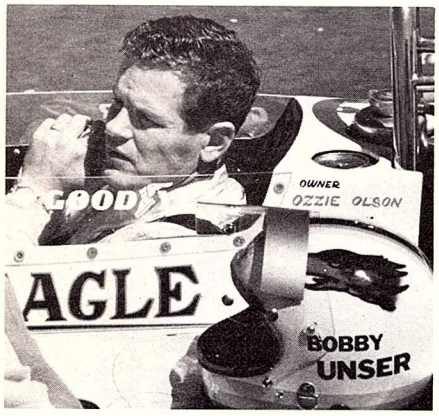
Stop by your Husky Dealer and check out the bike that *Cycle World* calls the "machine experts can earn a living on!"

MIC

Husqvarna—*to win!*

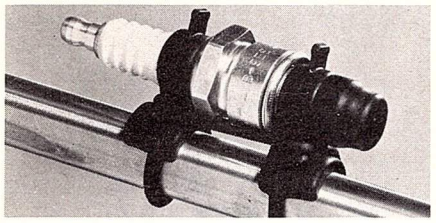
Husqvarna Motorcycle Co., Inc.

TRICKS FROM THE TRADE



TRICK LENSES

We got this piece of plastic lens material in the mail that was treated on one side with MXL (Means X-tra Life) while the other side was left untreated. The deal was we were supposed to scratch the heck out of it — and sure enough, the treated side showed no scratches while the untreated side was all gouged up. Far out. They say the MXL treatment provides up to 17 times more scratch resistance and five times longer life. Than *what*, they didn't say, but you can find out by writing National Hydron Incorporated, Dept. MXA, 1633 Rothsville Road, Rothsville, Pennsylvania 17573. Oh, Bobby Unser used an MXL-treated face shield while winning the Indy 500. There ya go.

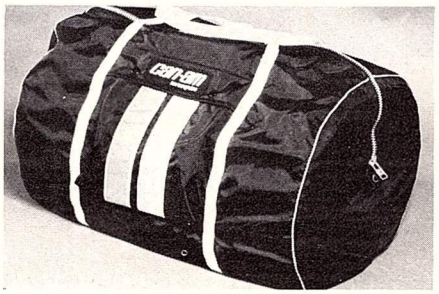


SPARE PLUG

Put your spare plug here while you're going there. Does not include spark plug. Rocky Cycle Co., Inc., Dept. MXA, 1250 Elko Dr., Sunnyvale, California 94086.

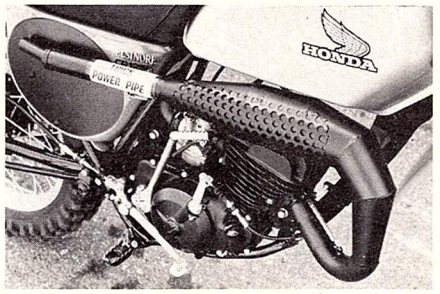
TAILLIGHT

"These tough lamps are ideal for the rear of recreational vehicles or anyone who needs a powerful and positive spread of light." Twelve-volt only for $10.95 from Dick Cepek, Inc., Dept. MXA, 9201 California Ave., South Gate, California 90280. Ask for a free catalog, it's neat.



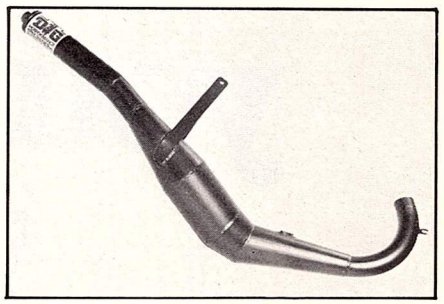
CAN-AM BAG

If Can-Am is your bag (sorry, couldn't resist that), then this bag will really grab you (we got a million of 'em, folks). It's waterproof nylon, has an inner bag for muddy stuff and an outside pocket to stash the small stuff. See one at your Can-Am dealer.



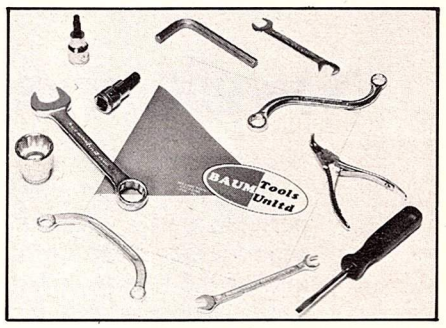
CR125 UP-PIPE

An up-pipe for your CR125 Elsinore that bolts on and requires no frame or head fin modifications. All you have to do is cut the number plate a little. As you can see, it also sticks out beyond the gas tank so you can rest your leg on it while you ride. $48.95 from Trick Distributing Co., Dept. MXA, 2042 N. Bush, Santa Ana, California 92706.



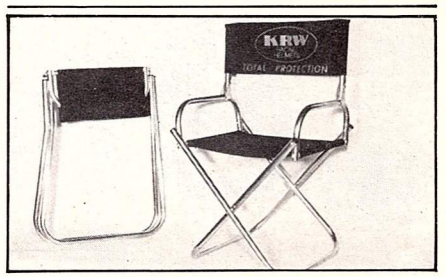
YZ125C DOWNPIPE

If you want an up-pipe for your Honda, then you must want a downpipe for your Monocross. DG Performance Specialties Inc., Dept. MXA, 5552 La Palma Ave E., Anaheim, California 92806; (714) 996-4430, builds this crusher unit for the YZ125C for $48.95. DG boasts that their rider Dave Williams smoked the pros at the Mammoth Mountain MX on his stock Mono with just the trick pipe. Of course Dave is pretty fast, too.



TOOLS

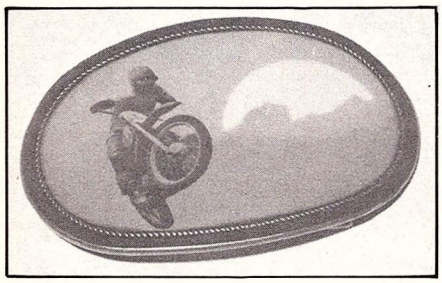
A neat catalog (FREE) with all kinds of metric tools, trick pullers, gauges, pliers, helicoil kits and stuff like that can be had from Baum Tools Unlimited, Dept. MXA, 7231 Owensmouth Ave., Canoga Park, California 91303; (213) 348-8633.



MX CHAIR

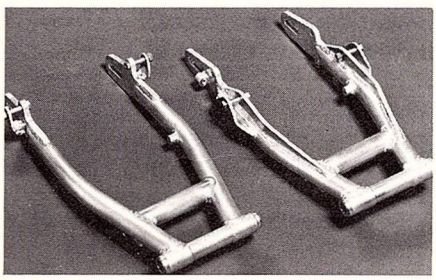
If your bike is trick and your van

is trick (and your pit foxy is trick), why bring burnt-out lawn chairs to sit on? These are deluxe models that fold to two inches thick and weigh less than five pounds. KRW Helmet people make them for $15.95 each. American Motorsport, Dept. MXA, P.O. Box 268, Costa Mesa, California 92627.



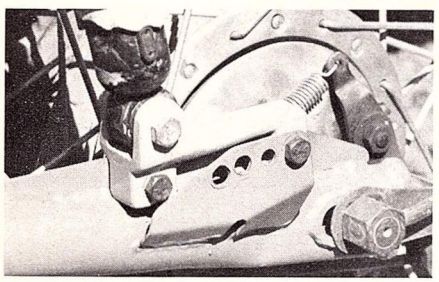
MX BUCKLE

This one is orange and red and shows a guy (looks like John DeSoto) doing a clicker in the setting sun, fits any belt to 1¾ inches and costs $5.99. They have others. Cycle Products West, Dept. MXA, 11900 W. Pico Blvd., W. Los Angeles, California 90064; (213) 477-7996.



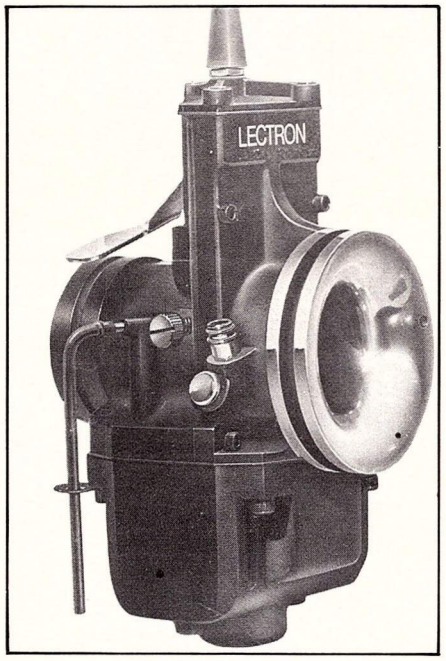
ALOONA . . . ALMINUM . . .
ALUMINUMIN . . . .

DG has aluminum swingarms for both forward mount and laydown setups. $109.95 with bearings from DG Performance Specialties, Dept. MXA, 5552 E. LaPalma Ave., Anaheim, California 92806; (714) 996-4430.



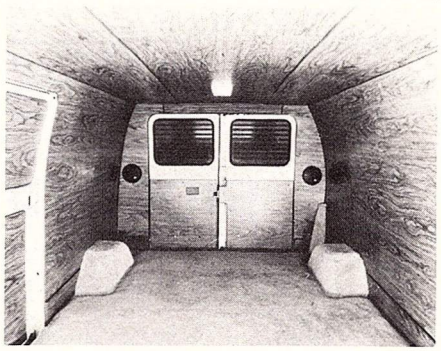
PENTON
FORWARD SHOCK MOUNT

Penton 100, 125, 175 and 250 owners can forward mount their shocks without welding. Kit bolts on the swingarm and increases rear wheel travel one inch. Unconditionally guaranteed against breakage. $19.95 plus $1 postage from Moose Hill Mfg., Dept. MXA, P.O. Box 476, Guilford, Connecticut 06437. (Moose Hill? They're weird in Connecticut.)



NEW CARB

Bart Markel says this is the hot setup. It's supposed to do everything better than an ordinary carb because of high-velocity airflow and precision fuel metering. Lectron Products, Inc., Dept. MXA, 1800 Stephenson Highway, Troy, Michigan 48084.

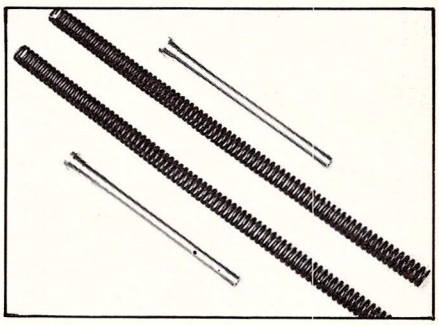


VAN PANELING

Pre-cut van paneling kits with positively everything you need to panel your van can be installed in six to eight hours with no cutting or measuring. Short base: $169.95; long base: $179.95; Dodge Maxi: $189.95. Add $10 more for '75 Fords. Send $1 for a catalog to T&H Works Unlimited, 7119 Laurel Canyon Blvd., #3, Dept. MO-7, No. Hollywood, California 91605; (213) 764-4220.

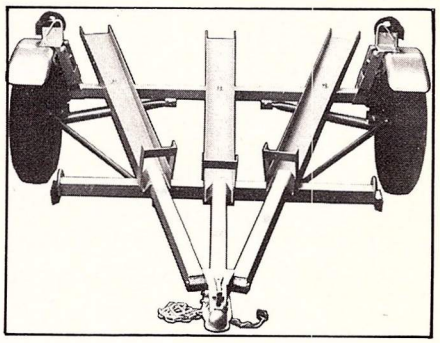
NYLON PANTS

Luja nylon MX pants are built from Cordura nylon with leather inseam and are machine washable. Sizes 28 through 36 from Rocky Cycle Co. dealers.



HUSKY TRAVEL

Eight and a half inch travel for Husky forks. Kit for black leg forks, dampers and springs (model 75-B): $48.95. Kit for gray leg forks (model 74-G): $78 because the legs have to be machined. Bill Saltzman's Motorcycles, Dept. MXA, 14333 E. Garvey Ave., Baldwin Park, California 91706; (213) 337-6811.



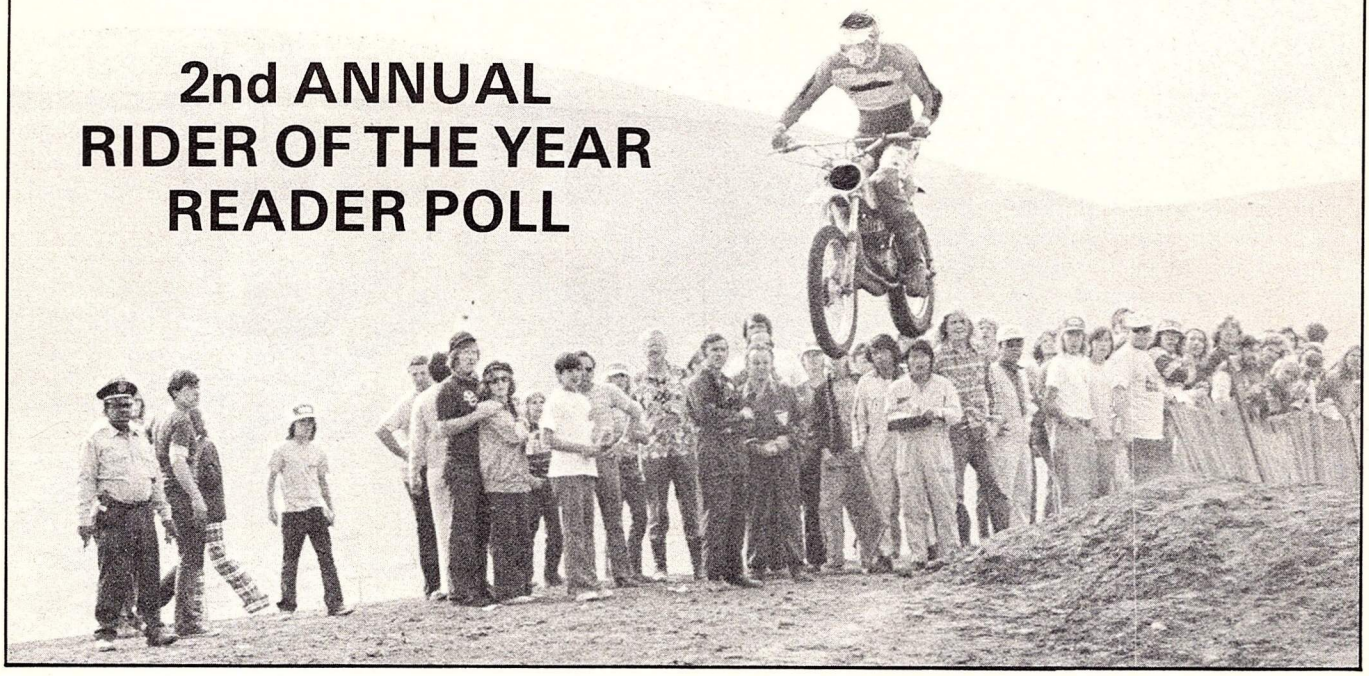
TRAILER

This is a low-cost steel trailer that has springs and shocks and a choice of wheels from eight to 13 inches. They've got all kinds of trailers for bikers and they pay the freight. Silver Trail Corp., Dept. MXA, 5514 S. Crow's Nest Road, Tempe. Arizona 85283; (602) 838-5820.

OFFICIAL VOTING BALLOT

1976 ROY AWARD

2nd ANNUAL RIDER OF THE YEAR READER POLL



There are three World Champions. There are as many National Champions. There are all sorts of regional champions, European champions, and untold numbers of local heroes. The AMA has a Number One, the FIM has a Number One, even the town of Climax, Colorado, has a Number One. Now *you*, the esteemed readers of MOTOCROSS ACTION Magazine, can once again choose *your* Number One.

All the world's top motocross riders are in a race where your vote will determine the outcome of who is the KING OF MOTOCROSS. All riders are eligible to win and all readers are eligible to vote. You may use the official voting ballot or, if you don't want to mess up the magazine, you may make one up yourself. You may vote more than once, but only one vote is allowed per card or letter. THIS IS YOUR CHANCE TO CHOOSE THE GREATEST MOTOCROSSER; DON'T LET YOUR RIDER DOWN. VOTE!

OFFICIAL VOTING BALLOT

MOTOCROSS ACTION MAGAZINE

RIDER OF THE YEAR

Fill in the name of your choice for the MOTOCROSS ACTION RIDER OF THE YEAR and mail it to:

MOTOCROSS ACTION Magazine
RIDER OF THE YEAR
P.O. Box 317
Encino, California 91316

Dear MOTOCROSS ACTION:
Hi! How ya doin'? I, being a bona fide reader of the magazine, hereby cast my vote for:

_____

as RIDER OF THE YEAR because I believe he is the greatest motocrosser in the UNIVERSE.

Cont'd. from page 10

berm and gas it WFO out. But I just can't. Every time I tell myself I'm going to hold it wide open and drag the handlebar through the dirt and make a big, roosty full-berm sweep, I end up shutting off, putting on the brakes and paddling through with both feet. What can I do?

Anthony Tessonari
Long Beak, Arkansas

You have a simple problem called "Chickening Out." The cure is approached three ways: "The Confidence Method," where you convince yourself that you can *do it and make a conscious effort to isolate the brain center controlling your right hand (biofeedback). Tell your brain center that everything is all right and you won't crash. Then hold the gas wide open. In all likelihood, you may or may not; (2) "The What the Hell Method" that should be preceded by at least four Mickeys; and (3) "The Eros Method" where you stick a foxy lady (or dude, as the case may be) on the outside of the berm and just try to impress her.*

Dear Wrench Wracing:

How do I keep mud from sticking to my knobbies?

Olivia Limweeum
Tellhalla, Luft.

Either shave them off or don't ride through the mud. Or put stilts on your wheels. Or get this stuff from Wild Cherry Ittsgood. She's the only person I know who can push her bike from the bike wash across the pits to her van without getting dirt on her knobbies.

MISSING PARTS

Did you ever work on your bike next to your pickup truck and then when you're driving to the shop you watch horrified as two strange looking castle nuts, an axle and a rubber washer bounce off your hood and onto the freeway the first time you change lanes?

Mervin Fudd
Electro, Wyoming

Yeah. It's a bitch, ain't it.

Good Looking

Good looks depend on the point of view.

The Uvex Speed 500 is good looking from the outside. It has a modern, attractive shape, a colorful frame and a brightly styled headband.

Good looking on the outside isn't enough.

The Uvex difference shows up on the inside. The Speed 500 is good to look through. The shatterproof gold-green lens reduces glare in sunlight, provides good contrast in shadow and protects against ultra-violet rays.

The non-static silicone lens coating repels dust, so you're still looking good at the end of the day.

The coating allows you to clean the lens without scratching it, so you don't need a new lens every week.

The Speed 500 has a carefully designed mounting system, so the lens doesn't pop loose when you handle the frame.

The ventilation system has directional flaps, to keep the wind out of your eyes at speed.

If you want a goggle that's good to look at, buy the first one you see.

If you want a goggle that's good to look through, buy the Uvex Speed 500.

uvex

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race test

HONDA CR250MI ELSINORE

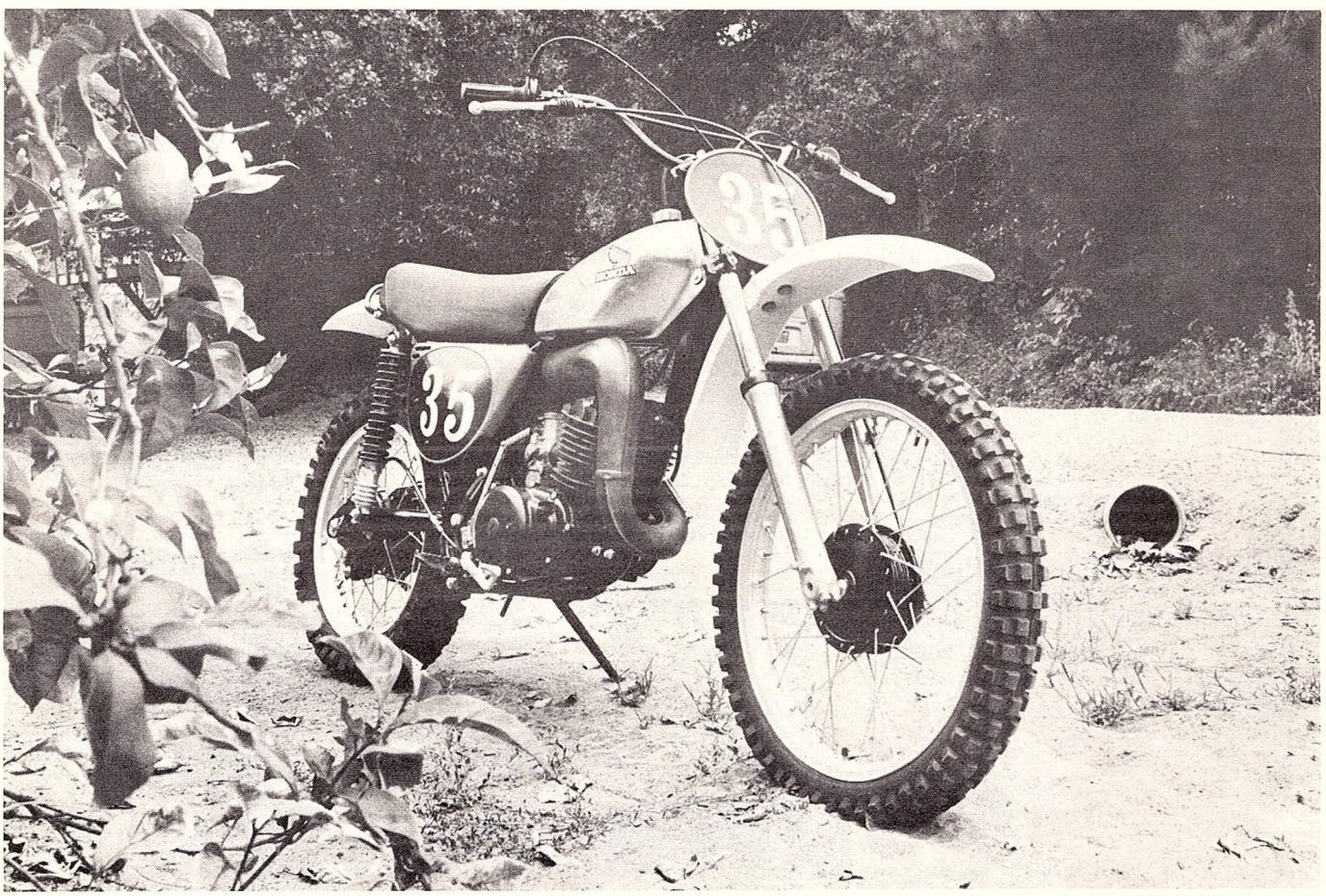
It looks a lot like the factory bike, but that's about as far as it goes

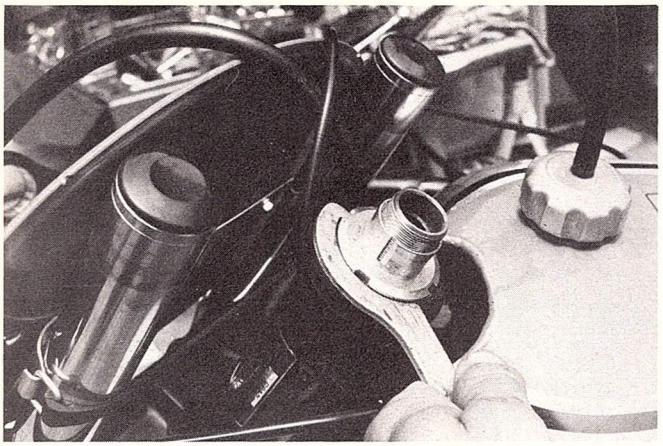
Photos by Paul Boudreau

To look at the Honda 250, you get the distinct impression that these people really know what they're doing. The new CR250MI compares very closely with the RC250 factory bikes raced by Pierre Karsmakers, Marty Smith and those guys. The engine is set in a low-slung frame so that the crank center falls close to the axle line, a good sign of smooth handling and stability. The shocks are moved forward on the swingarm for added travel and the geometry lines up with what's going down in factory land. In other words, it sure *looks* like it could do the job.

Riding it, however, presents you with an entirely different view. Although the value of low engine placement and Honda geometry seem to prove themselves out, the motor has only a vague couple with the ground and the suspension, combined with an alarming amount of chassis flex, flings you around like a circus ride.

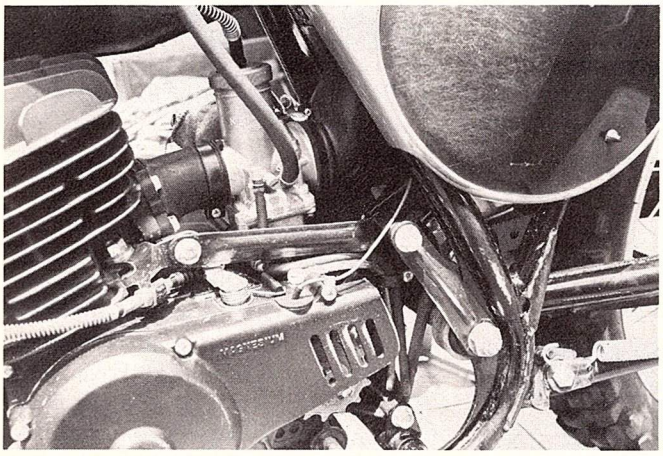
Honda, however, has come a long



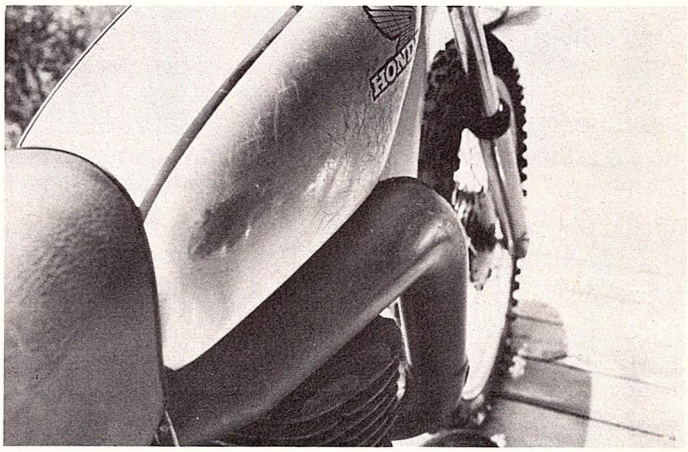


Steering head nut comes loose pretty fast. You've got to take off the fork crown to tighten it.

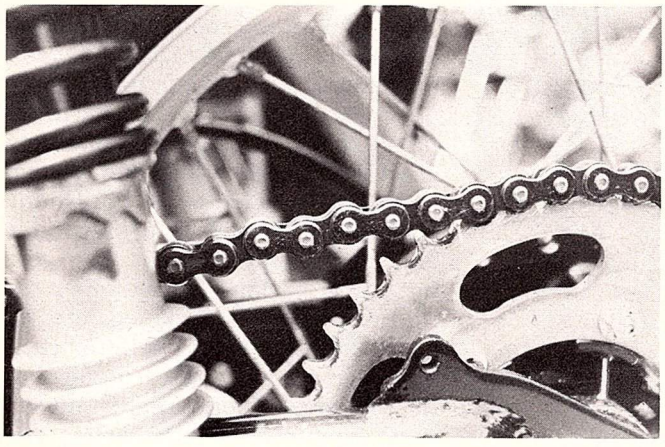
D.I.D rims got dings in them. Stagger knobby works pretty good.



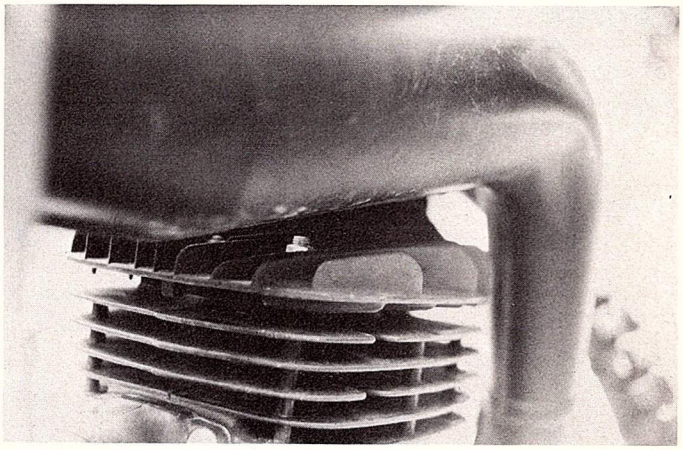
Struts are to counter-brace engine mounts and keep them from cracking.



On a long left turn your right leg is going to get hot.



The chain went south after one race.



Cylinder head gets a little thin where the pipe crosses over.

way from their first CR250 Elsinore. They've chosen their design changes wisely. This year's low frame and high pipe are a direct result of factory sponsored racing experience where they learned the slight power advantage of a low pipe is strongly offset by the disadvantage of having to explain the astronomical cost of replacing bashed pipes. Plus, with long travel suspension, ground clearance is critical. Keeping a low pipe would mean having to raise the chassis to provide enough clearance, but would also mean raising the center of gravity, something that is not favorable. So Honda chose to run the pipe over the top of the engine and through the frame and keep the engine low. Putting the weight low gives the rider more leverage to flick the bike around and lean it way over without taking too

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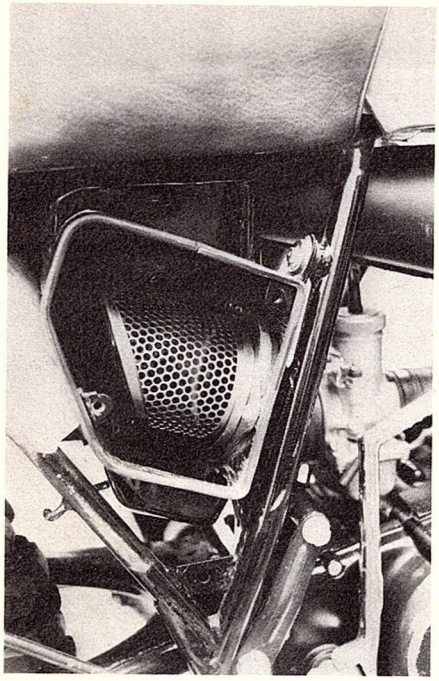

Air box is a little small but seems to do the job.

Strange lug on the swingarm smells of enduro breeding.

Honda shocks don't hold up to long travel suspension.

much weight off the wheels. Of course this is nothing new. Husqvarna, Penton, AJS, and Honda's toughest competitor, Yamaha, have been following this design practice for years.

So the basic feel of the bike is good. You *can* flick it around because the weight is low. You *can* lean it way over in a turn and still get a good bite because the weight stays close to the wheels. Even on a long, gnarly straight the Elsinore retains some degree of stability owing to its low CG and long wheelbase. But that's about as far as it goes.

To understand the reasons behind what the new Honda is, you have to understand the way most large manufacturers, especially large *Japanese* manufacturers, *especially* a giant like Honda, build and market their product. Picture the big Honda conference room with a long table and a whole bunch of very important looking businessmen sitting around with their legs crossed and bald skin showing between their socks and trouser cuffs. The head of the motocross department stands up and announces, "Gentlemen, the European factolies are browing us into the reeds. We must redesign the CR250 Elsinore so it will be more competitive."

The other guys at the table check their model identification number list to find out what a CR250 is, then they all kinda snicker at each other.

Continued

HONDA CR250MI

MOTOCROSS
ACTION
MAGAZINE
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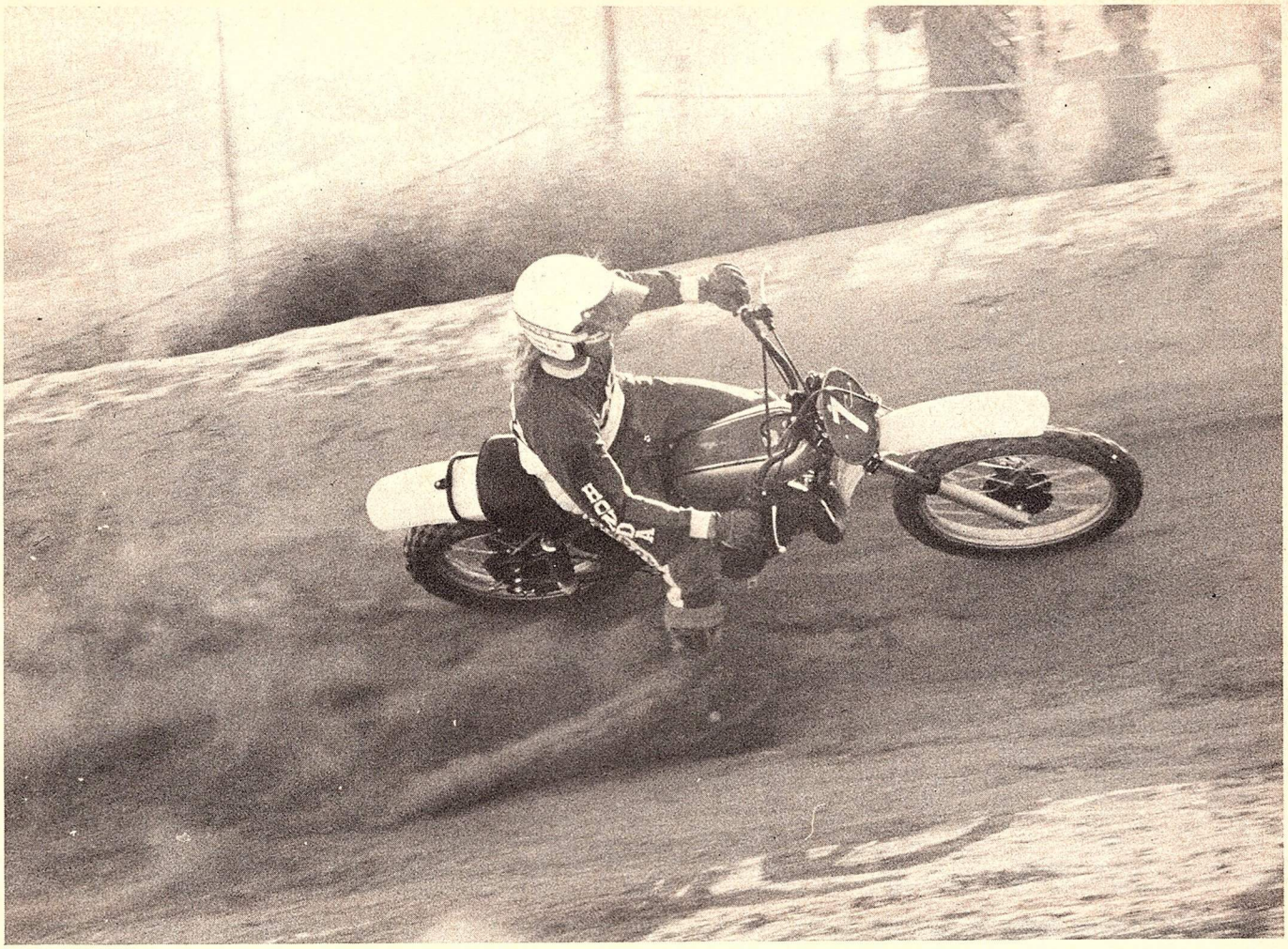


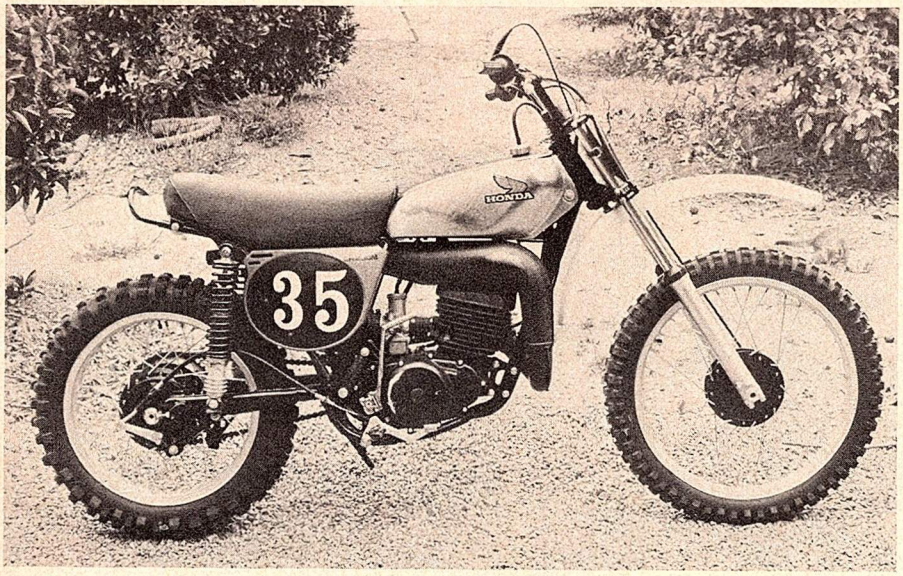
You see, motocross is only a very small drop in the big Honda bucket. So they talk about it for a while and then the big boss gets up and says, "OK, Fuji, you get six billion yen to redesign the, ah, CR250 Elsinore. Rotsa ruck."

So Fuji goes back to the motocross department with his six billion yen and figures out what he can do with it. He checks the reports from the American Honda racing program and finds the hot setup is to lower the frame, move up the shocks and run the pipe over the top and through the frame. He checks with his cost analyst and finds out it will cost five billion, nine hundred and ninety-nine million yen to make the change. Even then, he only gets to move up the bottom mount. That's his whole budget shot down the tubes. So Fuji figures he'll have to go with the frame and the pipe and the bottom shock mount this year and hope he can get some more yen to do the suspension and the motor next year. But that's the way it goes.

The problem is, the Honda buyer

Cont'd. on page 60

HONDA CR250MI ELSINORE



SPECIFICATIONS

Make .....Honda
Model .....CR250MI Elsinore
Country of Manufacture .....Japan
Retail Price $1325

ENGINE:

Type .....Two-stroke,
.....single-cylinder, piston-port
Bore & Stroke ....70.0mm x 64.4mm
Displacement 248cc
Compression Ratio 7.2:1
Cylinder .....Iron sleeve, five-port
Carburetion.....34mm Keihin
Ignition .....Rotor, points
Lubrication ...Pre-mix; Bel-Ray, 50:1
Air Filter .....Oiled foam

TRANSMISSION:

Type .....Five-speed, close ratio
Ratios ..2.06, 1.57, 1.25, 1.04, 0.86:1
Primary .....Gear, 3.30:1
Drive Ratio 3.36 with 14/47 sprockets
Drive Chain .....520 D.I.D G-type

SUSPENSION:

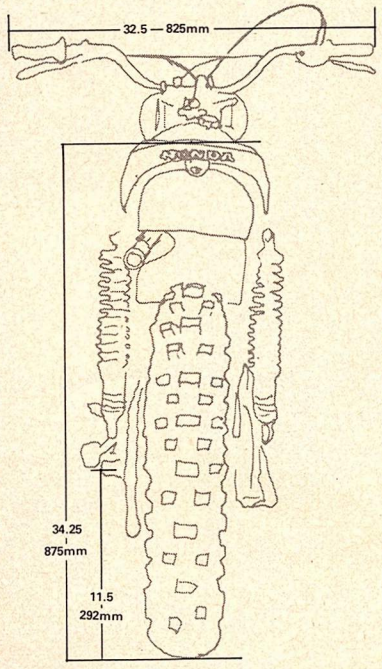
Front .....Hydraulic sliders
Rear .....Hydraulic,
.....forward mount Showas
Travel:
Front.....6.9 inches
Rear .....6.4 inches

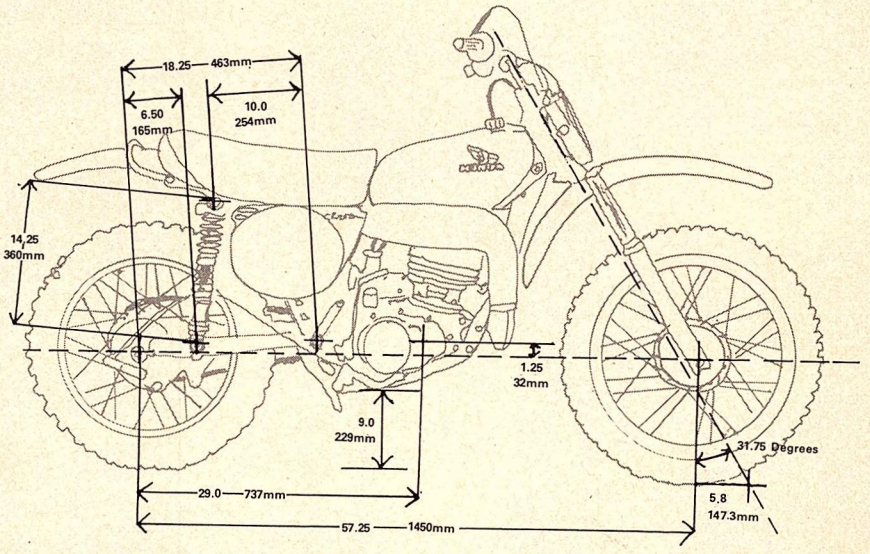
DIMENSIONS:

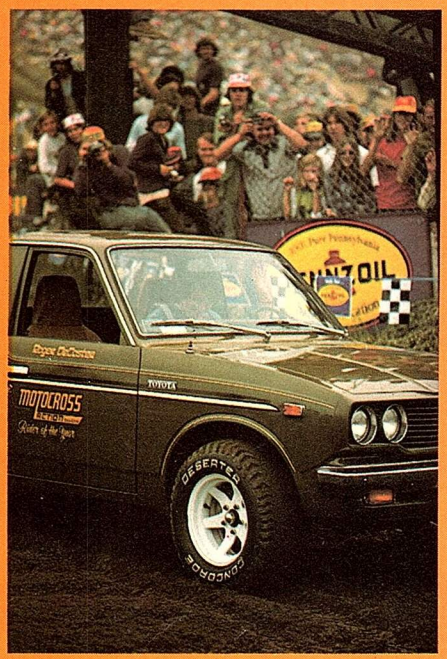
Wheelbase .....56—58 inches
Weight Bias ....45% front, 55% rear
Track Weight .....223 pounds

CAPACITIES:

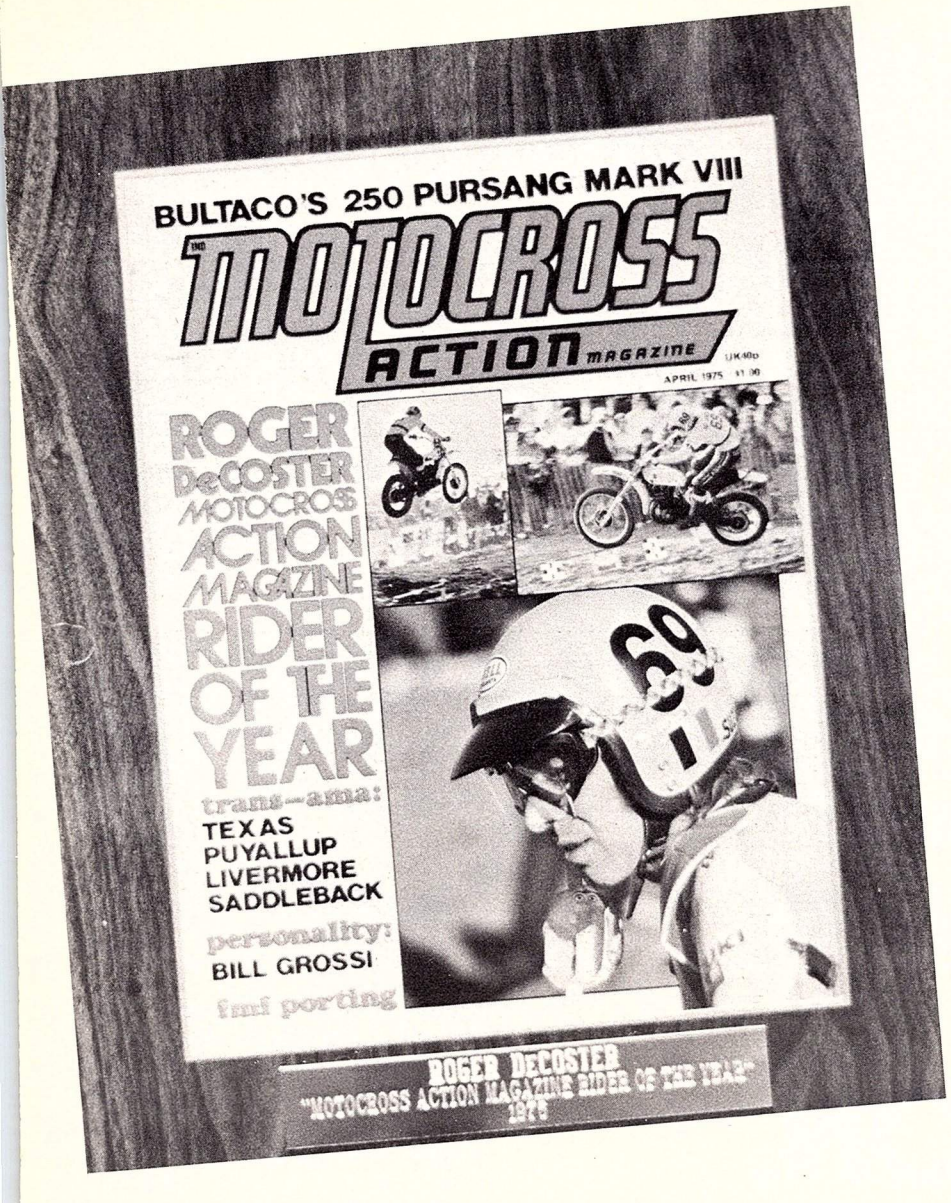
Fuel .....1.8 gallons/6.8 liters
Transmission.....937cc
Forks 190cc







1975 ROY AWARD



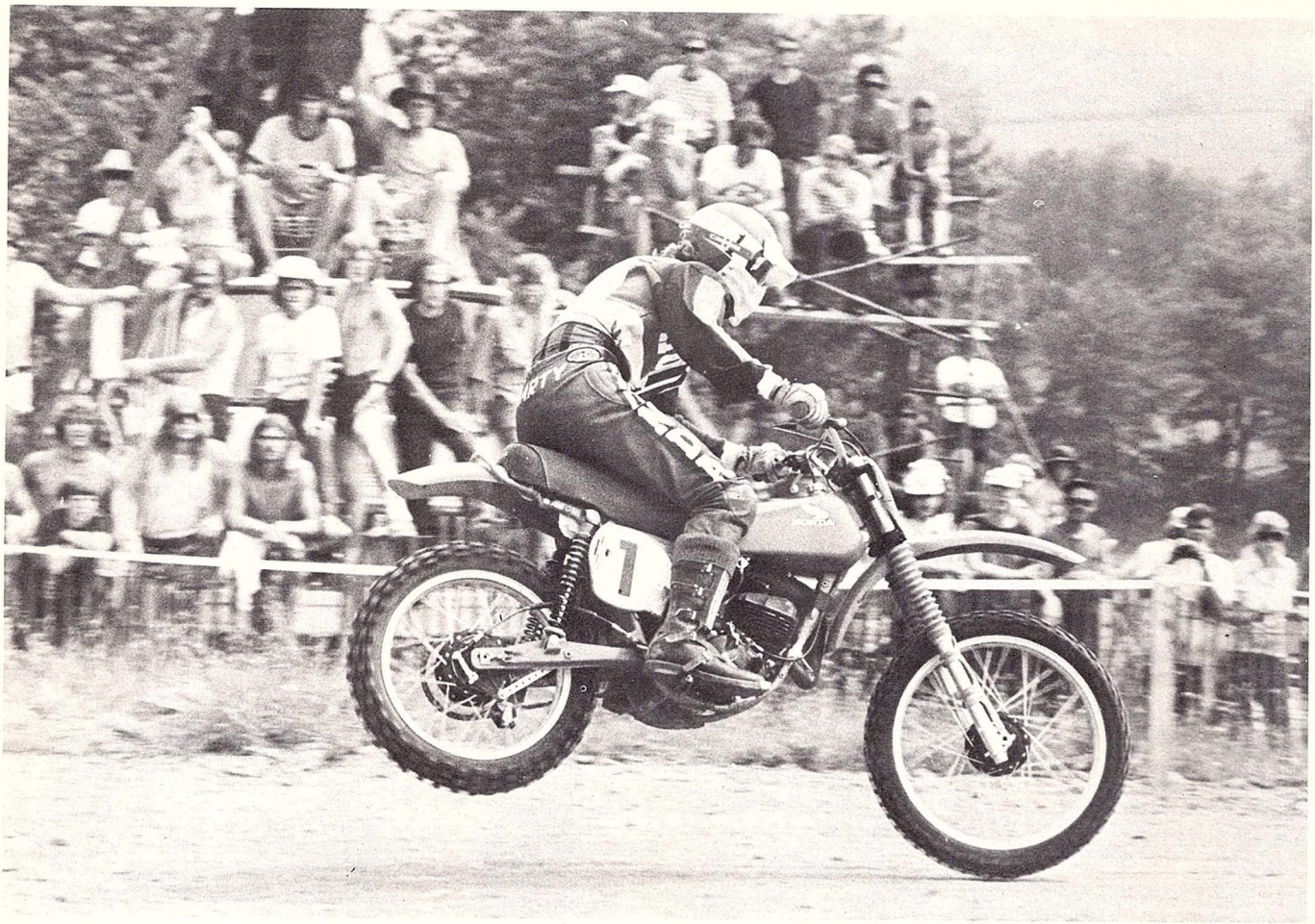
Last year you readers voted Roger DeCoster as your choice for MOTOCROSS ACTION's rider of the year — the ROY Award. For winning the award bestowed upon him by MXA's readers, Roger received a brand-new SR5 Toyota mini-truck. It is the deluxe truck of the Toyota series and everything on it is standard equipment. The only options are air conditioning and stereo tape deck, which we threw in for good measure.

When we got the truck we decided to jazz it up more than it already was, so we took it to Jim Moser of Race Car Graphics in Van Nuys and had him do some tasteful pinstriping and lettering. A helluva lotta "funny cars" and dragsters are running around the country with his paint on them. Wheels and tires were the next items, and we decided to use the new Tacoma white spoke

wheels for mini-trucks and mount them with Concorde Rubber Company's new street/off-road "Deserter" F60-14s. This combination really set the truck off — and when Roger saw it he was really jazzed.

A plaque commemorating the award and an emblem were also given to Roger as a part of MXA's first annual ROY award. He asked if we would thank all the people who voted for him, and even the ones who didn't. He genuinely appreciates it.

Elsewhere in this issue will be a new ballot for MXA's next ROY award and we hope that you'll take the time to send it in with a vote for your favorite motocross rider. There are no stipulations or impositions. You should vote for the rider you want or who you think is deserving of this award.



125 grand prix LEXINGTON, OHIO

By Jim Gianatsis

American, Marty Smith, takes both motos of the third 125 USGP ever held in the country — giving Honda a very big win

It was definitely the two best weeks ever in the history of American motocross. Pierre Karsmakers began it by winning, for the United States, the Canadian round of the 500cc World Championship Series with his American Honda RC400 sponsored bike. The following weekend was even better, because American rider Marty Smith, on an RC125 Honda, ran away with the United States round of the 125cc World Championship Series in Lexington, Ohio.

For Marty, the 18-year-old reigning 125cc National Champion from San Diego, California, it was hairy full-throttle charging for two 45-minute motos that did it. Luck wasn't needed. Marty had more than enough talent to blow away the world's top 125cc riders.

Unlike the past two United States 125cc GPs which were Edison Dye fiascos, this year's event at Mid-Ohio Motocross Park contained more than a token lineup of Europeans. Eighteen foreigners were in the 40-bike lineup, among them the 1975 World Champion-to-be for the class, Gaston Rahier, who had sewn up the series on his Suzuki only the weekend before in Czechoslovakia. Besides the European Suzuki Team, we got our first look at the legendary works Zundapp being ridden by Gilbert DeRoover, presently second in world standings. Other European teams included CZ, Husqvarna and Yamaha.

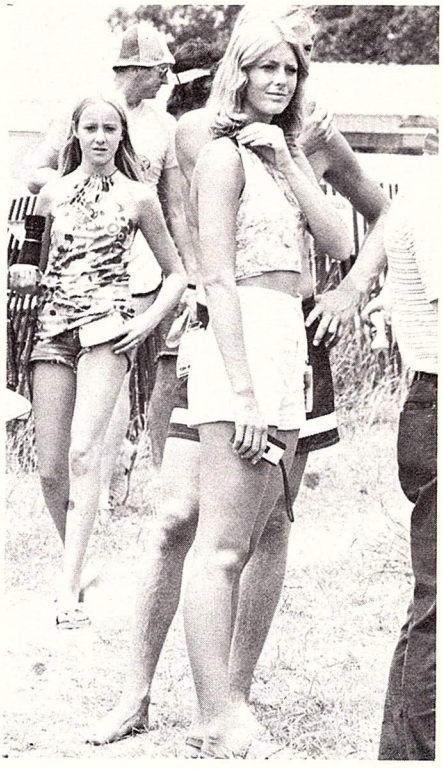
Southern California riders comprised most of the American team entries from Honda, Yamaha, Can-Am and independent firms like the Flying Machine Factory and T&M Engineering.

During qualifying on Sunday morning Gaston Rahier turned fastest time with his works Suzuki around the long and fast Mid-Ohio course, some two seconds quicker than the next fastest rider, Yamaha's Yoshifumo Sugio, and four seconds ahead of Marty Smith.

Continued

Antonin Baborovsky and Jiri Churavy were riding two very spiffy CZs, with Jiri having the better showing with a ninth and fifth to earn a sixth overall. The dusty, hard course plagued most of the European riders. More so than the Americans.

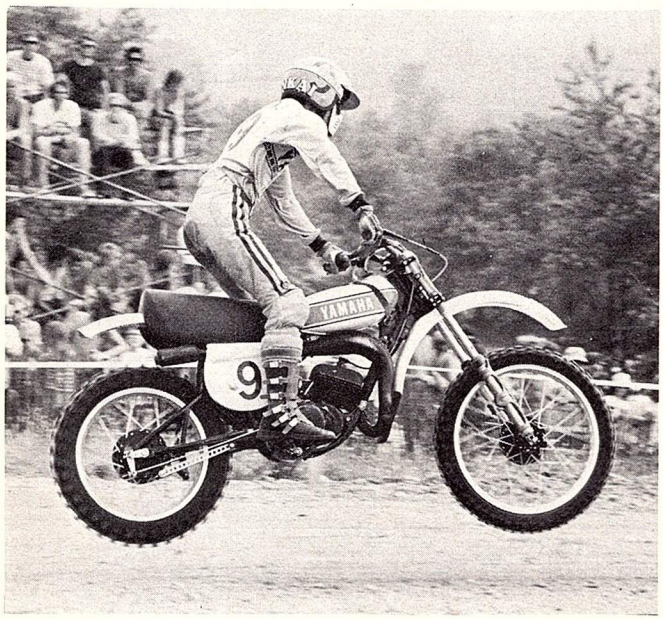
New World Champion Gaston Rahier (Ray-yay) and Akira Watanabe, resplendent in their sponsored Heckel boots, had the lightest 125s at 171 and 172 pounds respectively.



Betcha she's from Southern California! Yep, I knew it, an FMF import.

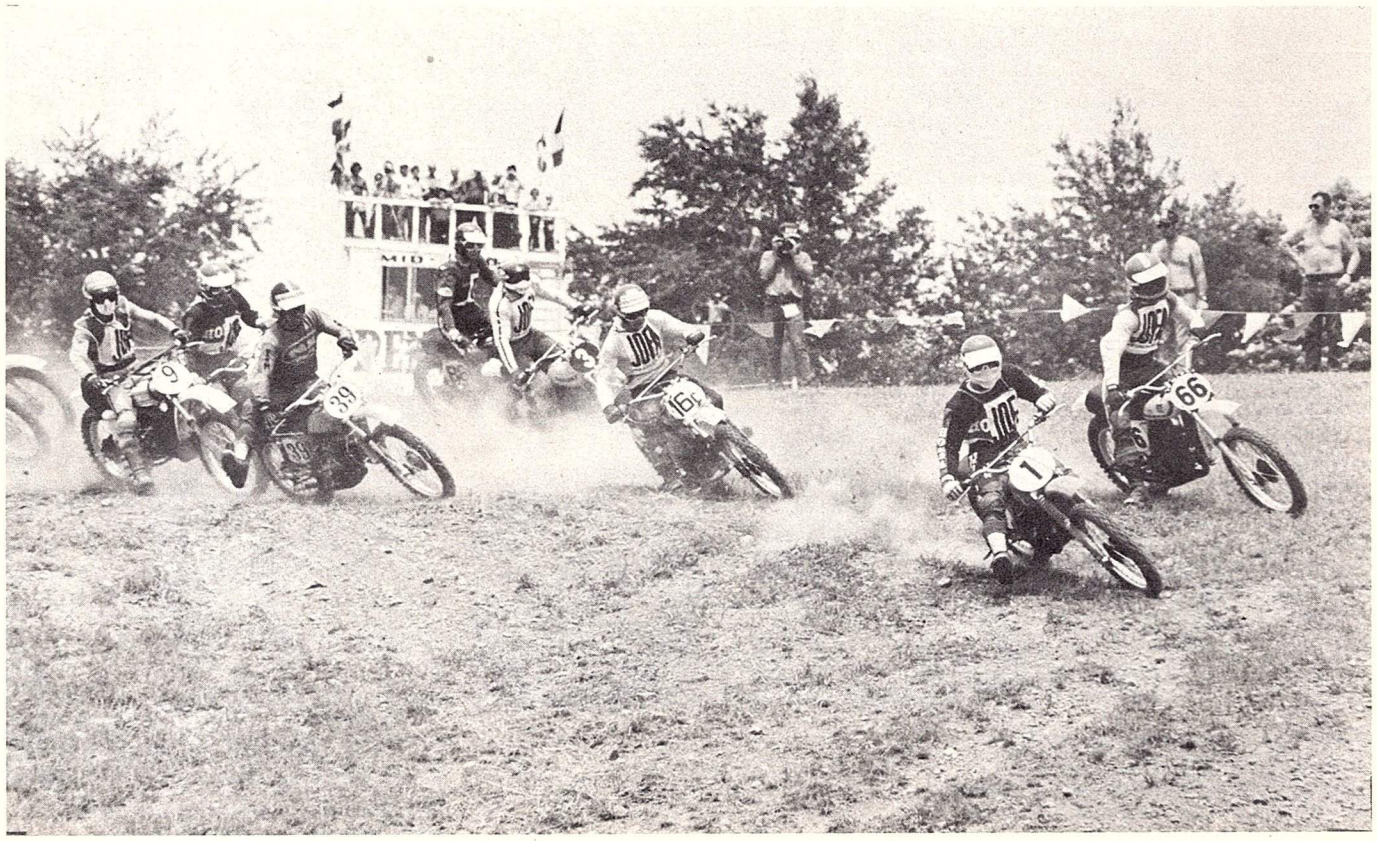
LEXINGTON, OHIO

Yoshifumo Sugio is one of the fastest Japanese riders we've seen in the States. His Yamaha was not one of the lighter 125s at the AMA's weigh-in, but this was more than offset by his size. He couldn't weigh more than 125 pounds with his boots full of water.



Smith blasted to holeshots in each moto and was never headed. Dan Turner (39) is destined to centerpunch Gaston Rahier (3) in about a dozen laps, effectively putting the Suzuki out of commission in the first moto. Turner, with a fifth overall, was the highest placing non-factory rider.

Mark Blackwell and his big-bore Husky dominated both 500cc Support motos. Marty Smith presented Honda with its second GP win in as many weeks, giving rise to speculation on how he would fare in the 125cc world title chase.



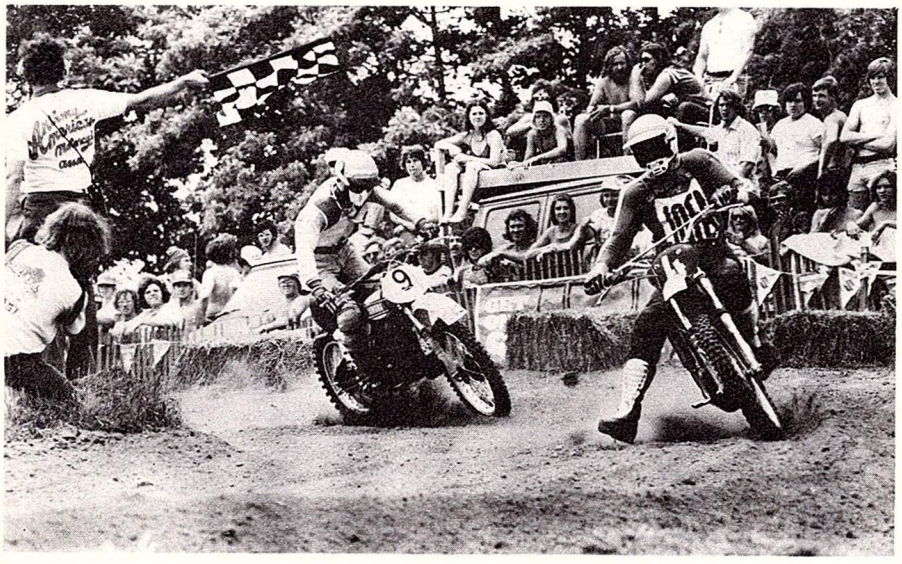
Marty must have been playing it cool during the time trials, because when the gate dropped for both International motos he pulled a disappearing act with the RC Honda that couldn't be equaled. For the first few laps he'd look somewhat squirrelly as a 30-40-second lead would be built up, then signals from team manager Dennis Blanton would ease Marty to a steady pace for the remainder of the motos.

Gassin' Gaston Rahier had more problems than he had all year in Europe. During the first moto he was working his way up through the pack after a slow start, and tried cutting inside of Danny Turner who was sideways in a turn, but Dan got traction with his Honda all of a sudden and centerpunched Gaston's Suzuki. Gaston got back up, but bent forks and handlebars soon caused him to crash again, so he retired. When Gaston crashed again in the second moto after another slow start, the new World Champion decided it best to call it a day while he was still in one piece.

With Marty running away with the race, Yamaha's Yoshifumo Sugio put in the second best performance of the day. Sugio scored 3-2 in both motos to take second overall ahead of Zundapp's Gilbert DeRoover. Gilbert's 4-2 score beat out the next fastest American, Jimmy Ellis, by just one position in each moto. Jimmy's heavyweight Can-Am was perhaps his only disadvantage in trying to keep pace with the fastest of the European riders. Top independent rider Danny Turner rounded out the top five.

This year's U.S. 125cc Grand Prix at Mid-Ohio proved to be a significant victory and an important milestone in the history of American motocross. With Marty Smith's win comes the fact that America has posted victories in each of the World Championship classes, 125cc, 250cc and Open, and the possibility of an American winning the World Championship in one of those classes can't be too far off. For Brad Lackey or Jim Pomeroy, it still is at least two years away. For Marty Smith, it could be 1976 if Honda decides to send him to Europe to campaign the 125cc World Championship.

Jimmy Ellis had a very poor first moto start which saw him work his way up to fifth by the end of the 45-minute moto. He had to settle for third in the second go-round, as Sugio wasn't about to be passed once he got past a tiring Tommy Croft, giving Ellis a fourth overall in the final tally.



While Marty Smith was busy running away with both motos, Gilbert DeRoover (4) and Yoshifumo Sugio (9) spent both motos battling over second place.

OVERALL RESULTS
UNITED STATES 125cc GRAND PRIX
LEXINGTON, OHIO, JULY 6, 1975

125cc International

1. Marty Smith, U.S.A. (1-1) 180.0 lbs. ..... Hon
2. Yoshifumo Sugio, Japan (3-2) 186.0 lbs. ..... Yam
3. Gilbert DeRoover, Belgium (2-4) 187.0 lbs. ..... Zun
4. Jimmy Ellis, U.S.A. (5-3) 197.0 lbs. ..... C-A
5. Danny Turner, U.S.A. (6-6) 181.5 lbs. ..... Hon
6. Jiri Churavy, Czechoslovakia (9-5) 188.0 lbs. ..... CZ
7. Tim Hart, U.S.A. (7-7) 176.5 lbs. ..... Yam
8. Tommy Croft, U.S.A. (8-8) 178.0 lbs. ..... Hon
9. Akira Watanabe, Japan (4-12) 172.0 lbs. ..... Suz
10. Mickey Boone, U.S.A. (10-10) 178.0 lbs. ..... Hon
11. Ken Zahrt, U.S.A. (14-12) ..... Mon
12. Torbjorn Winzell, Sweden (19-14) ..... Hus
13. Jim Turner, U.S.A. (15-16) ..... Yam
14. Vincent Clark, U.S.A. (17-21) ..... Suz
15. Rick O'Brien, U.S.A. (24-15) ..... Hon
16. Mark Weidner, U.S.A. (21-18) ..... Hon
17. Bernard Pascual, France (17-23) ..... Bul
18. Jack Keese, U.S.A. (27-11) ..... Hon
19. John Dellaire, U.S.A. (18-22) ..... Hon
20. Rob Donaldson, England (28-19) ..... Kaw

500cc Support

1. Mark Blackwell (1-1) ..... Hus
2. Carl Zortman (2-2) ..... Yam
3. James Slife (3-3) ..... Mai
4. Perry Taylor (4-8) ..... Mai
5. Hayworth Jones (10-4) ..... Yam
6. Donald Ruble (9-5) ..... CZ
7. Christian Ethier (8-7) ..... CZ
8. Albert Lang (8-9) ..... CZ
9. Steve Fought (13-6) ..... Yam
10. James Dilyard (12-10) ..... CZ

competition

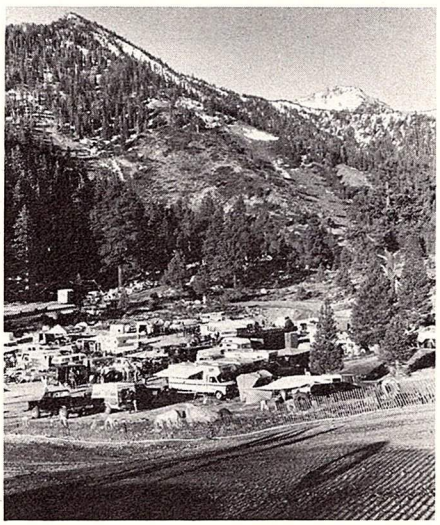
MAMMOTH MOUNTAIN MOTOCROSS

Layback racing in the land of green trees, white snow and blue skies

Written and Photographed by Paul Boudreau

Each year the crowds come to Mammoth for many reasons, mostly to enjoy the clean air, sunny skies, beautiful vistas of the green and white Sierra springtime, long hikes through the forest, skiing, jacuzzi parties, camping under the stars and, of course, the racing. The racers themselves come to Mammoth for one reason: to ride the bossest and toughest course in all of California.

Racing Mammoth is a total experience. You must spend a day before the race tuning your bike for the 7000-foot altitude. This means not only rejetting, but adjusting tire pressure and relieving air pressure in the forks. The first few laps of practice tell you your bike has lost half its power in the thin air and it feels like you've got the brakes on all the time.

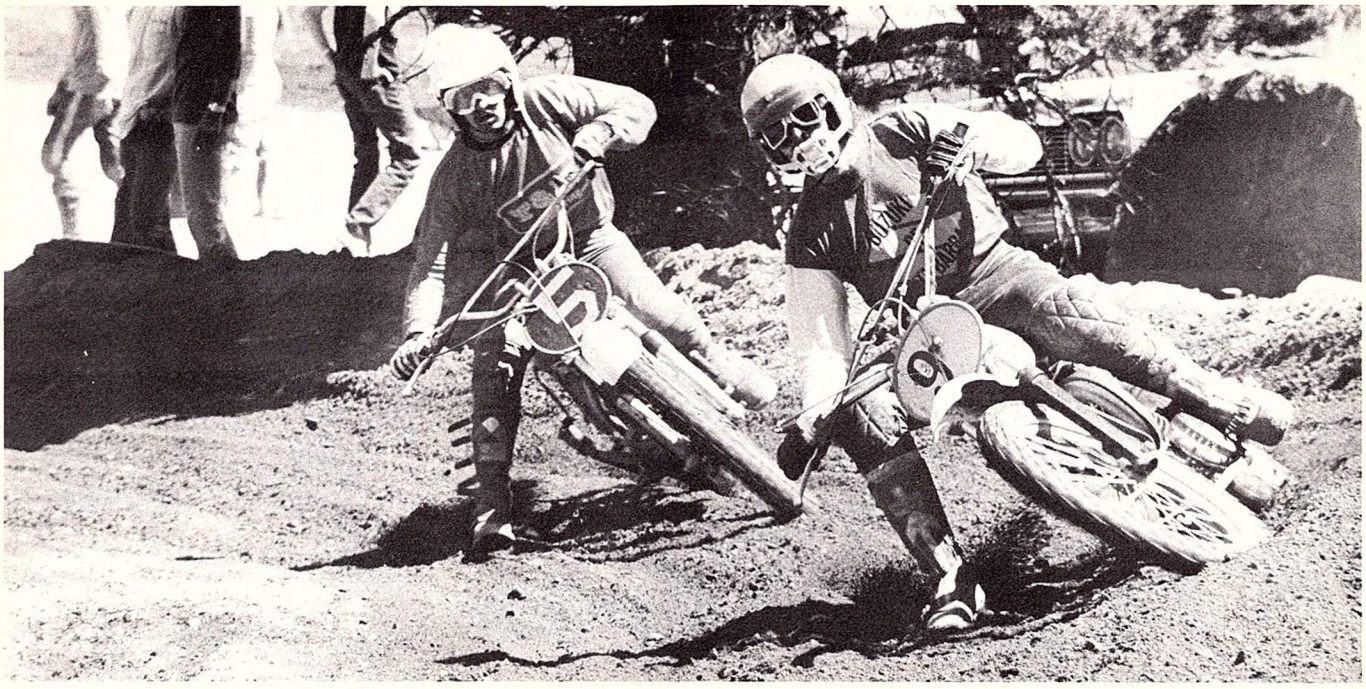


Race morning in the Sierras.

The next few laps of practice tell you your lungs aren't getting enough air and you'll have to adjust your pace. The final laps of practice tell you you're on one rough course and it's going to be murder by the end of the day.

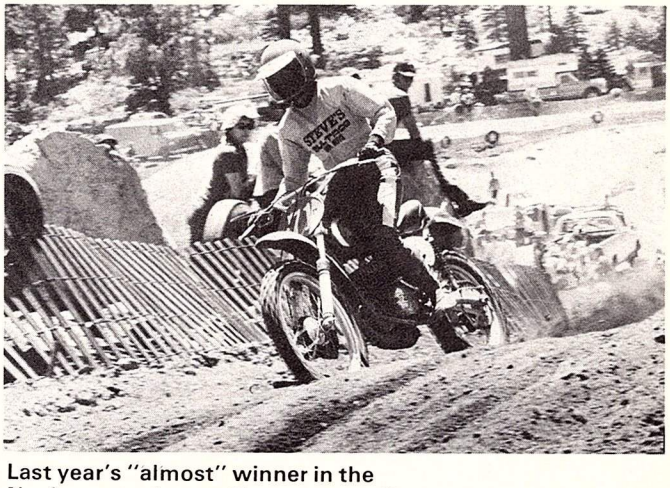
But when your race is over and you've gassed it the whole time and done a good job but you're absolutely, positively thrashed, you get that fine feeling of accomplishment running through your insides because you've raced the toughest of them all.

Vince Clark came to Mammoth as part of the four-man Sambo's Restaurant motocross team. The mountain air gives one a hearty appetite and you can be sure Team Hotcakes enjoyed good meals.

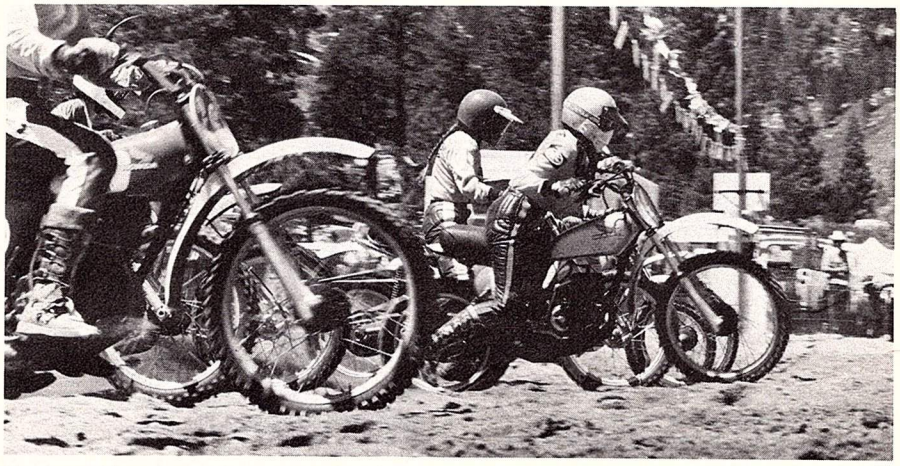


Jeff Little (9) and Danny Turner diced like this both motos of the 250 Pro class. Jeff won the first one but Turner got the second race and the overall.

Turner leading the pack. This section of the track was flat-out in fifth over the hoopies. Your line had to be precise.



Last year's "almost" winner in the Novice race, Janene Turton, got a flat tire in mixed competition but smoked the ladies.

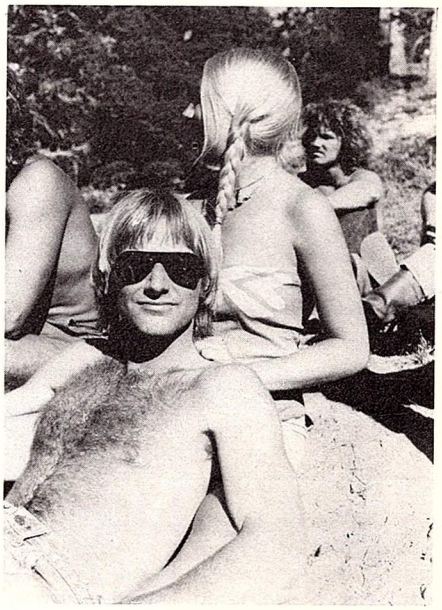


Paulette Napoleone has got to be the queen of the holeshot, a talent that must run in the family. Her twin brother Paul scored both holeshots in the Open Intermediate class and got third overall. Paulette got second lady.

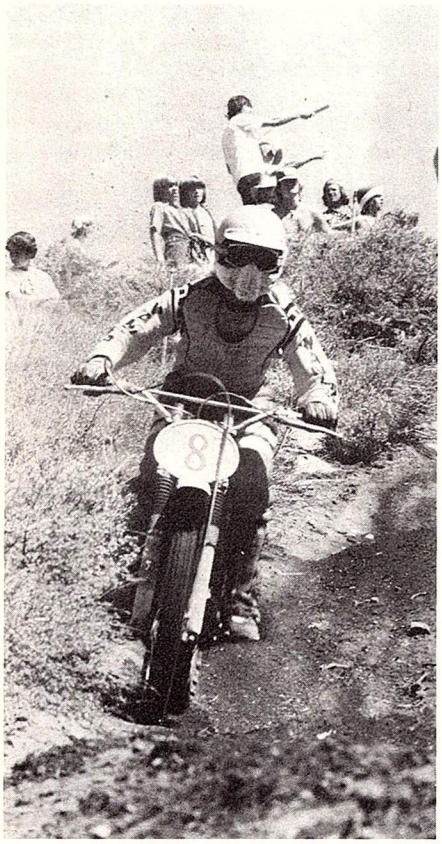
Continued

Rick "Jump Back Loretta" Long received the coveted Team Peachy Body of the Year award. As you can see, Rick held up fine under the pressure of final judging.

Basking in the sunlight of victory, Tom Rapp enjoys a quiet moment of satisfaction before picking up his $500 first place cash.



MAMMOTH MOUNTAIN



Young Tim Hoover clobbered the 125 Pros in the first moto, winning by almost half a lap and registering the fastest time of the day. Tragically, he crashed at the start of the second moto and was severely injured. The talented 16-year-old is in very serious condition. What a bummer.

Sambo's team leader Fred Joehnck (19) survives the downhill with Jeff Blix of Al Baker R&D right behind. The Mammoth downhill is a hairy affair with lots of giant whoops and no lines.

MAMMOTH M.C. MX
Mammoth Mountain, California
June 7-8, 1975

125 JUNIOR

Bret Catcott	Honda
Mark Aney	Bultaco
Duane Stephenson	Honda

250 JUNIOR

Bob West	Bultaco
Doug Renno	Husqvarna
Gale Tyler	CZ

OPEN JUNIOR

Jeffery Dumm	Husqvarna
Greg Winkle	Yamaha
Jerry Eyre	Yamaha

WOMEN'S DIVISION

Janene Turton	Bultaco
Paulette Napoleone	Honda
Cherry Stockton	Bultaco

125 INTERMEDIATE

Alan Delarge	Yamaha
Bill Ovelettee	Suzuki
Mike Marshall	N/A

250 INTERMEDIATE

Bob Fudge	Penton
Mike Marquez	Husqvarna
Jon Hagar	Bultaco

OPEN INTERMEDIATE

Terry Hicks	Bultaco
Chris Bartlett	Penton
Paul Napoleone	Bultaco

125 EXPERT

David Williams	Honda
Bruce McDougal	Yamaha
Wes Noeton	Yamaha

250 EXPERT

Danny Turner	Bultaco
Jeff Little	Husqvarna
Dennis Brand	Penton

OPEN EXPERT

Tom Rapp	Bultaco
Ron Bass	Suzuki
Rob Noorgard	Yamaha

TEAM SAMBO'S star Jack Keese holeshoots the 125 Pro class.

SCOTT
49
17
29

Wolsink does it again! DeCoster goes into tie with Mikkola for title and Brad Lackey scores the highest placing of an American in a 500cc GP

500 grand prix
CARLSBAD, CALIFORNIA

By Dick Miller

Photos by
Miller, Paul Boudreau, Gunnar Lindstrom and Marcia Holley

It was clear and sunny in Carlsbad, California, for the second running of the Hang Ten United States Grand Prix for 500cc machines. This is the most important motocross of the year in the U.S. and is the halfway point in the 12-event 500cc World Championship title chase. Only *five* European riders showed up to challenge the top riders of America.

Roger DeCoster and Heikki Mikkola had been locked in battle since last year's title chase in which Mikkola emerged the victor. This year was no different except for who had the psychological advantage leading into *this* race. DeCoster had been having mechanical problems again this year but had only been beaten once by Mikkola when his bike was running. With the exception of Italy DeCoster had won at least one moto in every GP, and he was running away with both motos at Italy when he broke.

Mikkola had a six-point lead before the Carlsbad event, but two weeks earlier in Finland he had been in a commanding point lead with two moto wins under his belt and about to race on his home track. Things couldn't have been better for him. DeCoster, incensed at losing in Italy while leading, predicted he would beat Mikkola in Finland. At the start of the first moto DeCoster was sandwiched in the middle of the pack with Heikki taking the lead. DeCoster went on to post a 25-second win over Mikkola at the finish. At the start of the second moto DeCoster's Suzuki jumped out of gear as the gate dropped. He was dead last off the line while Mikkola was already in the lead around the first corner. Two laps from the finish DeCoster passed Mikkola for the lead and finished with a five-second margin at the flag. An incredible performance that must have completely demoralized Mikkola in front of his home crowd. The week before, in Italy, DeCoster had had an incredible *two*-minute lead over second place Mikkola when he broke. This was unheard of in GP competition.

An advertised crowd of nearly 30,000 motocross fans were on hand for the start of the first International moto. Like a rerun of last year's event, an American jumped into the lead. Self-proclaimed "Rocket" Rex Staten (CZ) had the holeshot, but

Continued

The spectacular dice between Lackey and Wolsink as they were fighting to get around Staten for second place in the first moto drew all eyes and all cameras.

Tommy Croft momentarily leads Marty Smith in the 250cc Support as they get set to run away from the rest of the field. The two California teen-agers scored first and second in each moto with Smith taking all the marbles.

CARLSBAD, CALIFORNIA

lurking back at a safe distance was a calculating Roger DeCoster. The crowd went crazy. It was obvious that Staten was going for it but *his* pace seemed an impossible one to last the 40-minute-plus two-lap moto. He was leaping ten to 20 feet further on the downhill and was punishing his bike over the rutted, hard-packed course.

In practice the day before DeCoster was on the course and was just starting to take some hot laps when Rocket Rex decided to take him on. Wisely, Roger let him go, but to the onlookers and the clockers along the course Staten had clearly shown that he could blow DeCoster off. Time trials for qualifying the next morning helped dispel this idea when DeCoster qualified fastest, followed by Brad Lackey and Bengt Aberg with Mikkola a distant seventh.

At about six laps or so announcer Larry Huffman let the crowd know that Staten had just surpassed Semics' record from the year before. Staten held the lead until shortly before the midway point when DeCoster made his move. The crowd was now urging DeCoster *and* Staten. At the bottom of a downhill right-hander Rocket Rex drifted wide and Roger was gone. He started to pile up the seconds as Rex faded to a distant second with a fast-closing Wolsink on his tail. Wolsink was in turn being pursued by Lackey. Staten's rear engine mount broke and started giving him vibration problems with his hands, and as he took the white flag, Wolsink and Lackey were right on top of him. Wolsink had been slowed from trying to get around

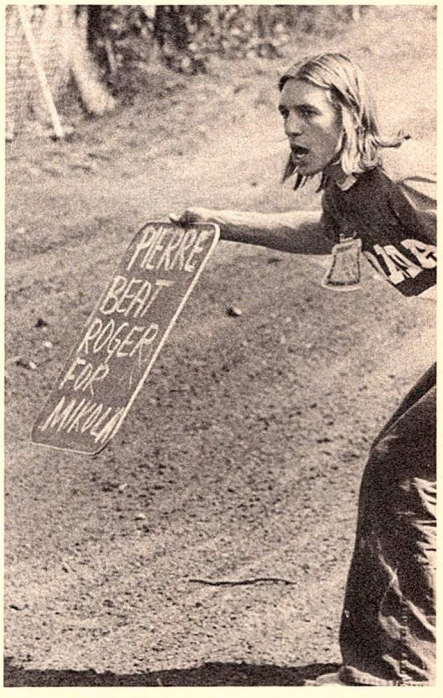
Continued

"Rocket Rex" dazzled the troops as he led the first moto until almost halfway. DeCoster then took over and later Wolsink and Lackey got him at the wire.

Gerrit Wolsink, the overall winner, was suffering from eye problems leading into the GP. Gerrit wears glasses or contacts and the grit and mud of the race the week before had inflamed his orbs.

Rex Staten's friendly wrench, Harry Kleem, tried to weld up the busted motor mount between motos that caused the CZ to vibrate a whole bunch during the last part of the first race.

No love lost between the Japanese motorcycle giants!



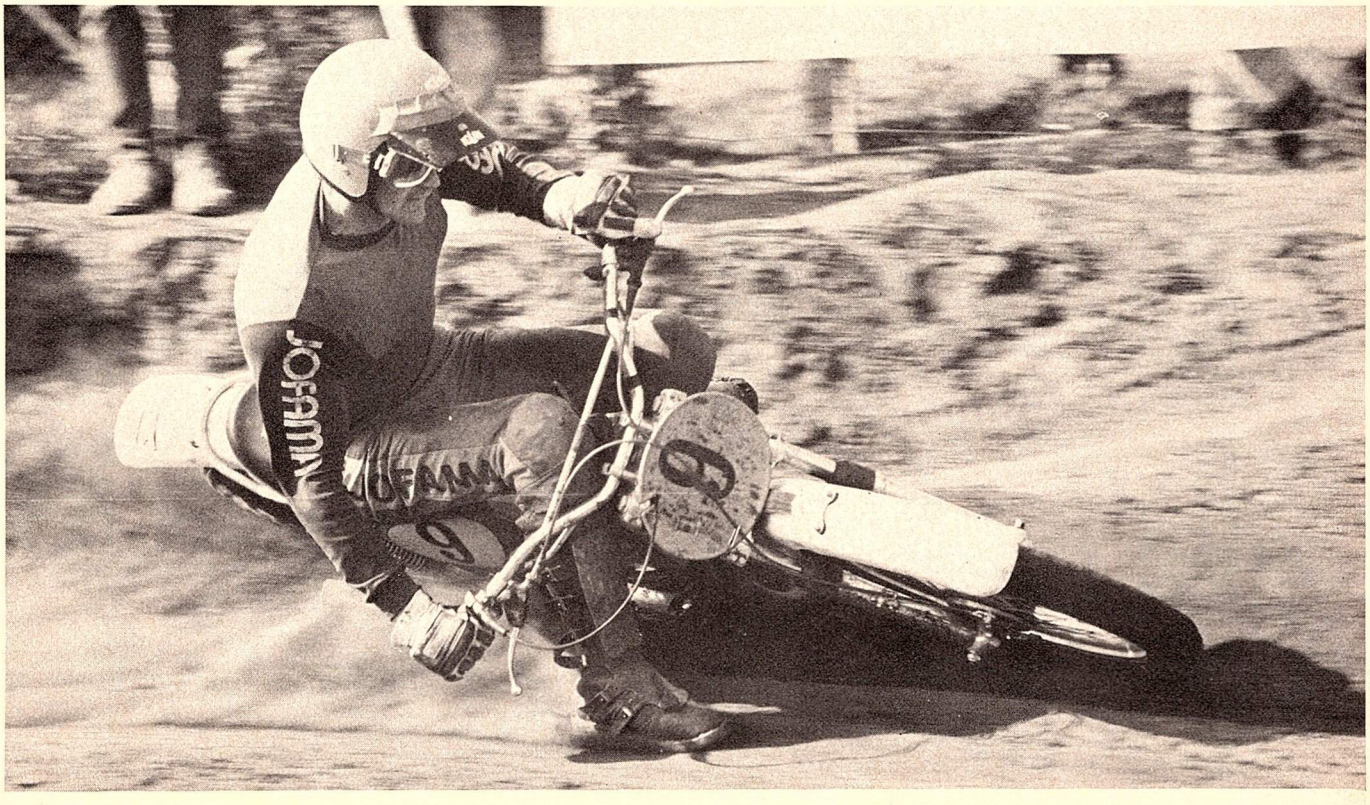
Gerrit Wolsink pulled off another Carlsbad victory by his consistency. (Boudreau)

CARLSBAD, CALIFORNIA

Kawasaki's Gary Semics jetted to a lead in the second moto but relinquished it soon after to a pumped-up Pierre Karsmakers.

Bengt Aberg was very fast in practice and qualifying, but couldn't do better than sixth in the first moto and had a DNF in the second. Stylish, though, isn't he? DeCoster was the only rider to lean it over farther than Bengt.

Lars Larsson was voted (unofficially) the best dressed dude in the pits. The old coot rode respectably in the Support race.



In practice before the day's events Roger de Dodger treated some of his friends to a friendly cross-up on a straightaway jump. He's the one that started it!

Karsmakers blew one of his shocks in the first moto but really gassed it in the second.

The almost 30,000 spectators were treated to some fine riding by these three Americans with Lackey taking a second in the first moto and Mosier (27) a fifth. Steve Stackable scored an 11th and an eighth for an 11th overall.

Staten and when the opening came Lackey was there also. Wolsink and Lackey changed positions a couple of times on the last lap, with Lackey taking the flag for second — making it the best Grand Prix finish ever for an American in the 500cc class.

As an interesting sidelight neither Lackey nor Wolsink knew that Staten was in second. They thought he was being lapped when they came up on him because their pit crews hadn't told them who was in second, just that they were third and fourth. They had both assumed that Roger was leading and Mikkola was second, so they were completely surprised when Staten put up a fight when they tried to pass. Mikkola was a disappointing eighth. He had gotten a bad start and seemed content to run mid-pack till the end when he improved his position to eighth. Checking with Husky in the pits revealed the bike was fine and Mikkola dejected.

The start of the second moto found last year's American holeshot artist in the lead. It was Gary Semics on a strong 400 Kawasaki leading the first lap plus three turns with Pierre Karsmakers on an RC Honda taking the lead in the fourth. In the same turn on the first lap, Mikkola dropped it while running in mid-pack, relegating him to last before he restarted. DeCoster and Lackey were running eighth and

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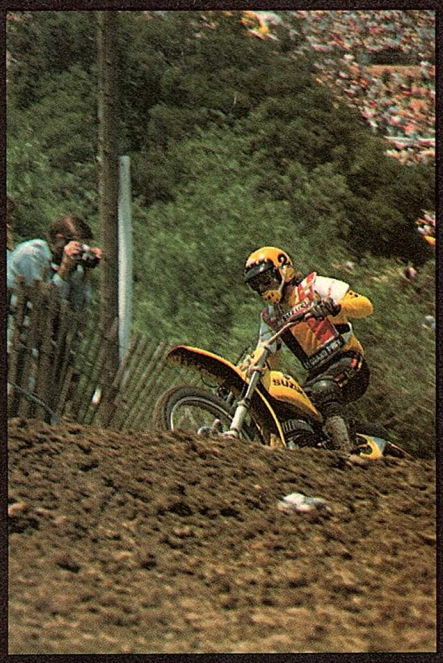
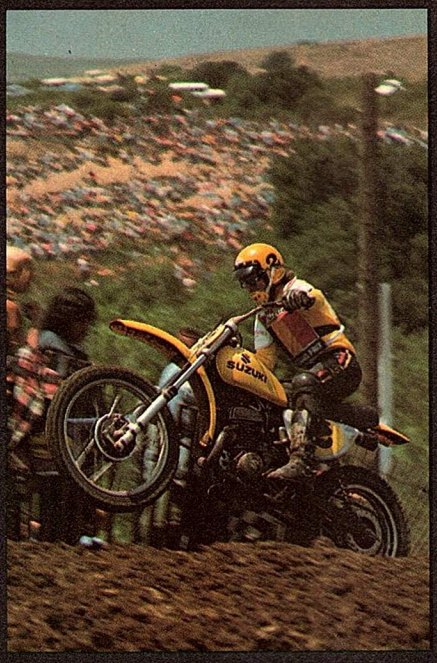




CARRERA

CARLSBAD, CALIFORNIA

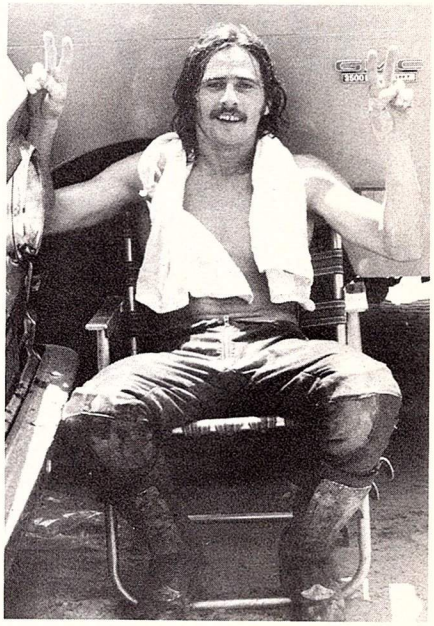
ninth while Karsmakers was being chased by Wolsink and Aberg.

It seems that Pierre had blown one of his shocks in the first moto and rode to a respectable tenth; with two good shocks he was going very fast. Shortly into the moto Lackey's front wheel started popping spokes on the rough circuit, causing him to pack it for the day. He was really upset! He had requested Husqvarna to make him up a special wheel for this particular race, requesting it two months before the event. He had good reason, because last year he did in a wheel in the same way. Brad wanted a chance at a win before the home crowd and to become the first American to win a 500 GP. Husky didn't have the wheel done for him and gave cost as a reason, even though Brad said that he had offered to pay for it. As things turned out he could have won it. Both he and DeCoster were in striking position at the time Brad broke — and were moving up. DeCoster blew both his gas Kayaba shocks shortly after and was now effectively riding a pogo stick.

Up front Wolsink took the lead from Karsmakers with DeCoster a crippled third and Tony DiStefano running a strong fourth. The Husky pit crew let Heikki know that Roger was hurtin' and he came to life. It was a different Mikkola that was riding now. He charged hard and was reeling the front runners in until he closed to fourth behind DiStefano. Time had run out! He had begun his charge too late. Had he started it early in the race after falling he would probably have won, but it seemed like he had conceded it to DeCoster once he was behind him. Kent Howerton followed his Husky

Cont'd. on page 64

"You can do it!" read mechanic Rick Jones' chalkboard as Gaylon Mosier fought with Bengt Aberg for fifth in the first moto. Gaylon did it!



Two former World Champions, DeCoster and Aberg, contemplate their roles in the day's drama.

DeCoster and Aberg show a little style. Color by Miller and Boudreau.

RESULTS
USGP
CARLSBAD, CALIFORNIA

500cc INTERNATIONAL

		Weight
1.	Gerrit Wolsink (3-1) Suzuki	213 pounds
2.	Roger DeCoster (1-9) Suzuki	212 pounds
3.	Pierre Karsmakers (10-2) Honda	217 pounds
4.	Heikki Mikkola (8-4) Husqvarna	215 pounds
5.	Jim Weinert (7-6) Yamaha	223 pounds
6.	Kent Howerton (9-5) Husqvarna	215 pounds
7.	Rex Staten (4-10) CZ	237 pounds
8.	Tony DiStefano (13-3) Suzuki	230.5 pounds
9.	Gaylon Mosier (5-11) Maico	227 pounds
10.	Bill Grossi (12-7) Suzuki	224 pounds
11.	Steve Stackable (11-8) Maico	226 pounds
12.	Jim West (15-12) Maico	240 pounds
13.	Brad Lackey (2-25) Husqvarna	212.5 pounds
14.	Rich Thorwaldson (17-13) Maico	231 pounds
15.	Bengt Aberg (6-25) Bultaco	215 pounds
16.	Peter Lamppu (20-14) CZ	243 pounds
17.	Mark Blackwell (19-15) Husqvarna	210.5 pounds
18.	Jeff Foland (22-16) Penton	226.5 pounds
19.	Christer Hammargren (14-25) Kawasaki	226 pounds
20.	Mike Runyard (16-25) Husqvarna	215.5 pounds

250cc SUPPORT CLASS

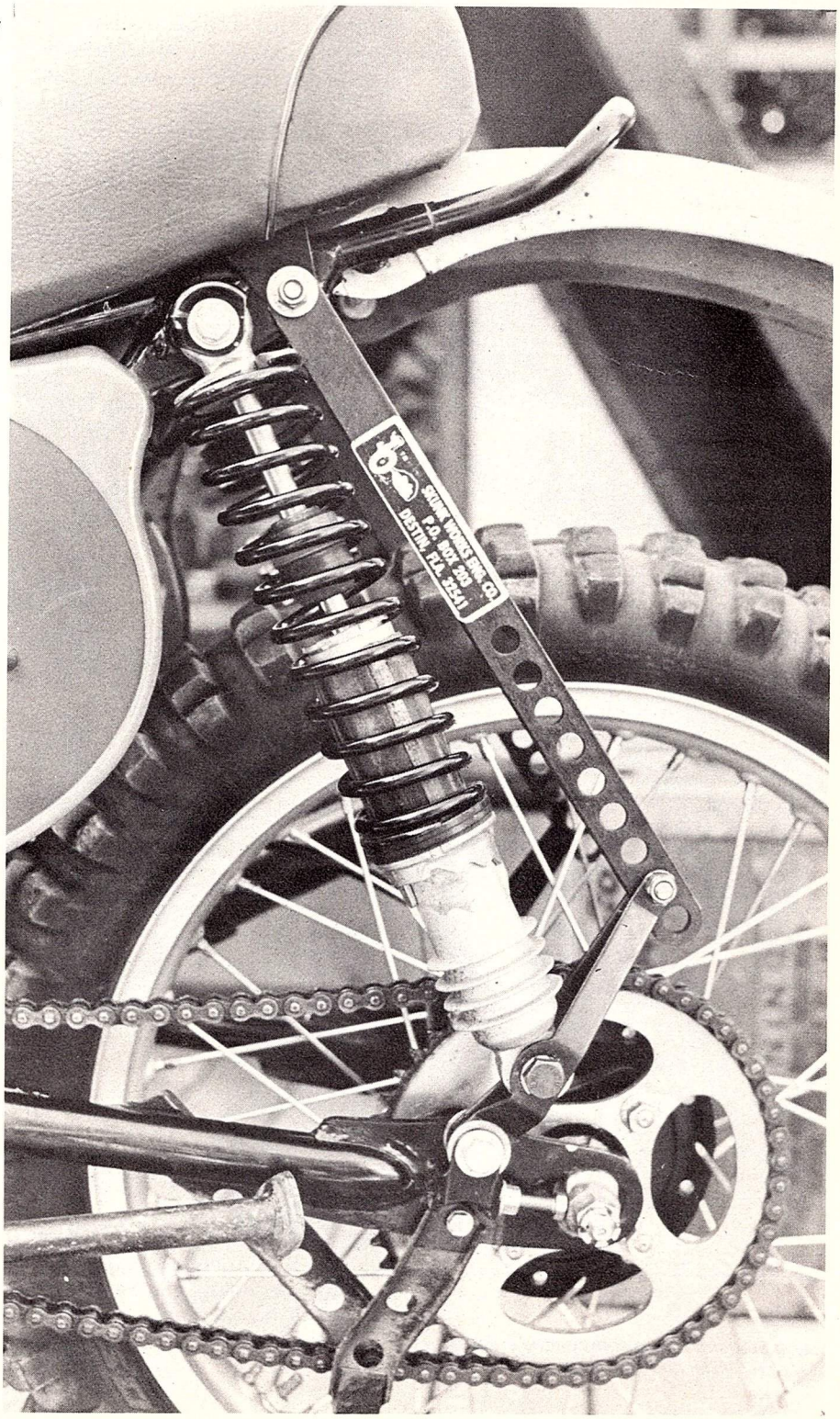
1.	Marty Smith (1-1)	Honda
2.	Tommy Croft (2-2)	Honda
3.	Wayne Boyer (6-4)	CZ
4.	Tim Hart (9-3)	Yamaha
5.	Ron Pomeroy (7-6)	Bultaco
6.	Gary Wise (4-12)	Kawasaki
7.	Jim Turner (11-10)	Yamaha
8.	Bruce McDougal (3-19)	Yamaha
9.	Milan Garrett (10-13)	Montesa
10.	Kevin Henry (13-11)	Bultaco

500cc WORLD MOTOCROSS STANDINGS

1.	Roger DeCoster, Belgium	131
1.	Heikki Mikkola, Finland	131
3.	Gerrit Wolsink, Netherlands	83
4.	Ake Jonsson, Sweden	75
5.	Brad Lackey, U.S.A.	58
5.	Jaak van Velthoven, Belgium	58
7.	Bengt Aberg, Sweden	31
8.	Christer Hammargren, Sweden	28
9.	Arne Kring, Sweden	23
10.	Frans Sigmans, Netherlands	15

SKUNK WORKS ULTIMATE SUSPENSION

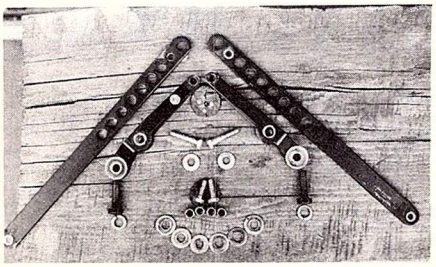
It gives you the inches, but inches aren't everything



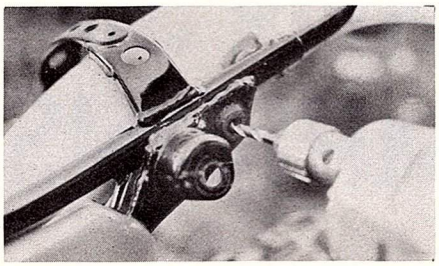
The industry has shifted its emphasis to the development of trick suspension. Fork kits of every description are improving front ends while the speed shops are offering rear end modifications for laydown and forward mounted shocks. A novel approach to long travel rear suspension has been introduced by Skunk Works Engineering Co. It works on a double lever system to multiply the stroke of the shock and thus increase rear wheel travel. They call it the "Ultimate Suspension," and advertise up to seven inches of rear wheel travel, bolt-on installation, improvement of handling, traction and braking and an increase in shock life compared to forward mounts. It's also supposed to minimize rear wheel hop and will fit all bikes "from minis to monsters." It costs $29.95 plus $1.25 for shipping. Florida residents must add their tax.

We got one, installed it on a CR125ME Honda and raced it. We found the following:

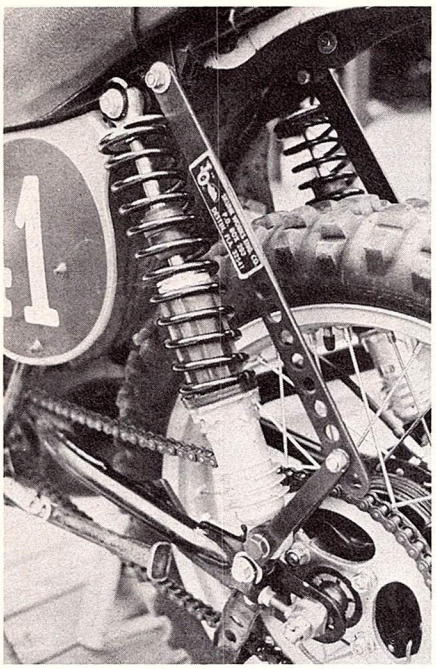
1. Everything you need to install the kit comes with the package, including excellent illustrated directions.
2. The seat mount holes on the CR125 have to be drilled through to bolt on the upper strut. If a bike doesn't have seat mount holes behind the upper shock mount, tabs must be welded to the frame.
3. The kit indeed bolts on easily.
4. All pivot points work on nylon bushings that can be easily replaced.
5. Components are made from

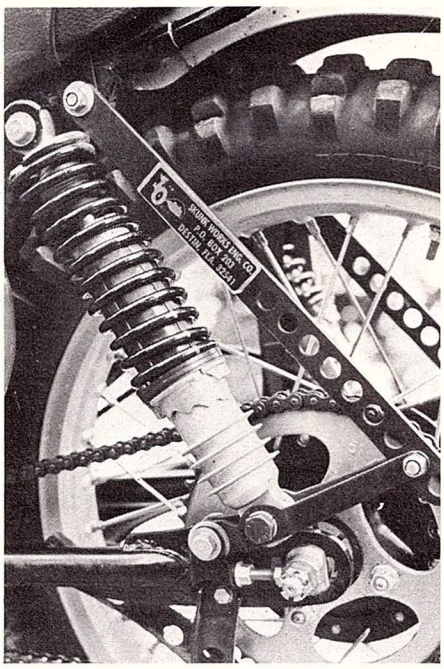


The kit comes with everything you need.



You have to drill out the seat mount hole or else weld a tab behind the top shock mount.





This is how it works. The swingarm and kit act as a double lever to multiply the stroke of the shock.

At full stroke the shock bangs into the axle and a spacer must be placed on the shock shaft to limit travel.

Special springs from Al Baker R&D have to be used.

quality materials. Nothing bent and nothing broke.

6. The kit increased the CR125's rear wheel travel to 6¼ inches using the stock shocks. However, since the shock bottomed out against the axle, we inserted a ¾-inch spacer (not included) on the shock shaft to reduce the travel to 5¼ inches. This procedure is outlined in the instructions.

7. The stock shocks and springs will not contain the extra leverage. We had to go to special 110-pound springs that fit Honda shocks. These springs are available through Al Baker R&D, 15174 Raymer St., Van Nuys, California 91405.

8. It does improve the ride over bumps and whoop-de-dos because of the extra travel. It does not improve braking because the short levers do not exert enough downward pressure at the beginning of the stroke and the rear wheel hops even more under hard braking. It does not improve side hop because it does not add rigidity to the frame as a forward mount would.

9. We can't see how it would improve shock life over forward mounts because the leverage is the same.

10. It should fit any bike and would probably give up to seven inches of travel if set up right.

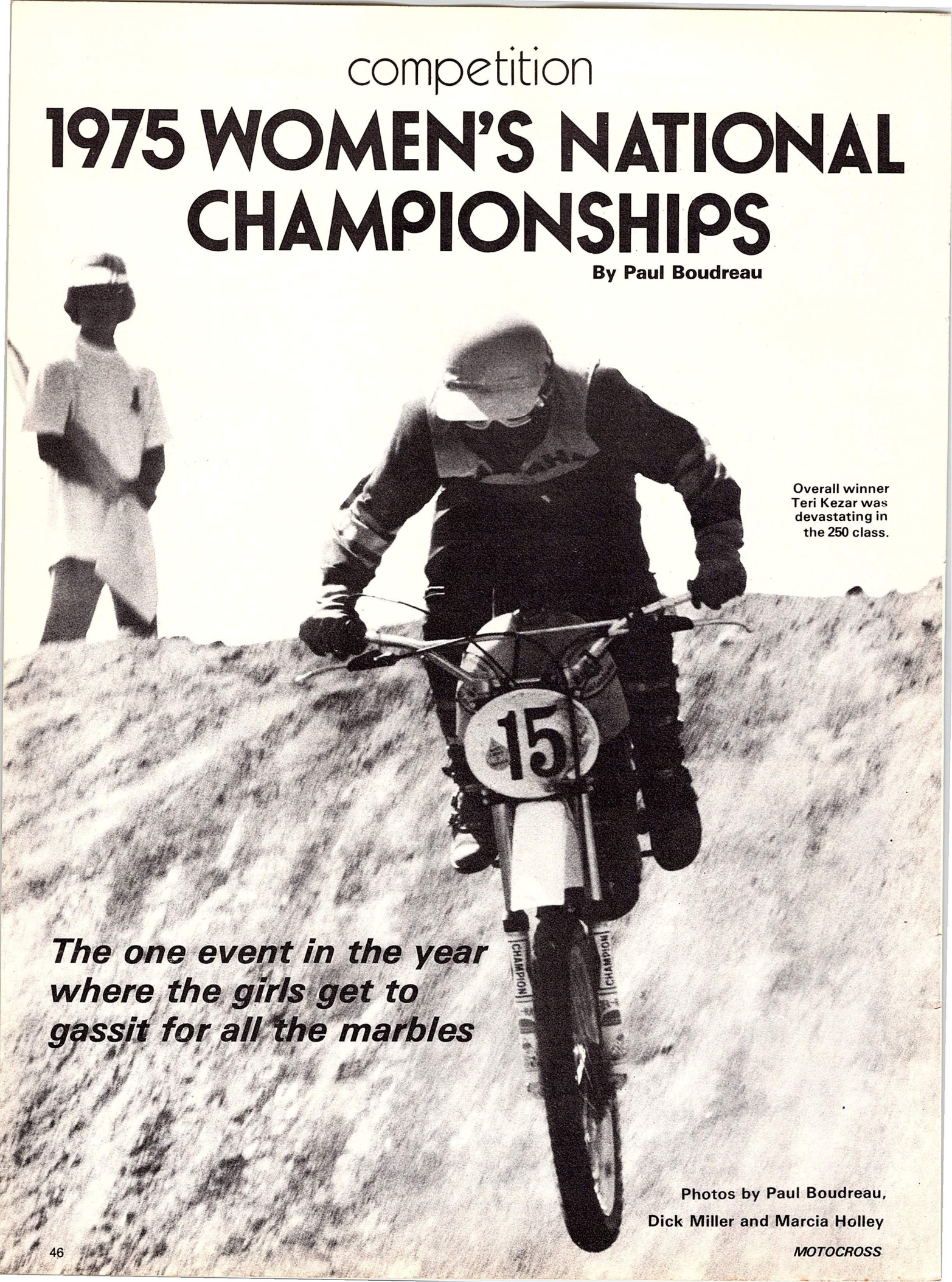
Our overall estimation of the Skunk Works kit is that it is a good idea that has its applications, but not within the framework of serious motocross competition. One of the biggest advantages of forward mounted shocks is that they locate the suspension stress points closer to the rigid center of the frame and give the axle a stiffer platform to work on. The Skunk Works kit in effect hangs the shocks further back. Also, on many bikes the placement of axles and swingarm hardware would hang up the mechanism before the full stroke of the levers could be realized. Seven inches is a design feature that does not necessarily work out in practical application.

You can order a Skunk Works suspension kit or get more information by contacting Skunk Works Engineering Co., P.O. Box 203, Dept. 50, Destin, Florida 32541.

competition

1975 WOMEN'S NATIONAL CHAMPIONSHIPS

By Paul Boudreau



Overall winner Teri Kezar was devastating in the 250 class.

The one event in the year where the girls get to gassit for all the marbles

Photos by Paul Boudreau, Dick Miller and Marcia Holley

Sue Fish flying on the downhill jump, Rocket Rex style.

There was a time when the wheels didn't come off the ground at the start of a girls' race. Things have changed. The ladies got hot.

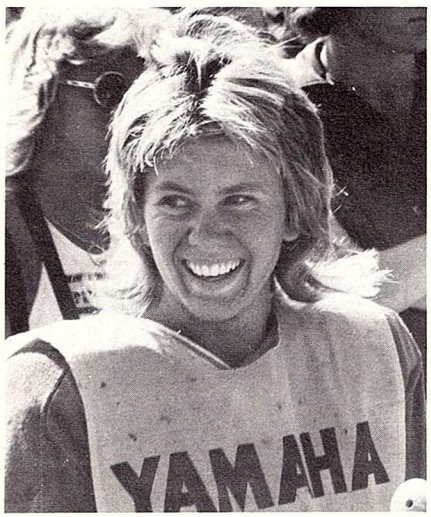
Veteran desert and motocross star, Hollywood stuntwoman, expert surfer, skiing freak, crack action photographer and all-around hot lady, Marcia Holley out-classed every girl on the track with her factory-prepared Husky.

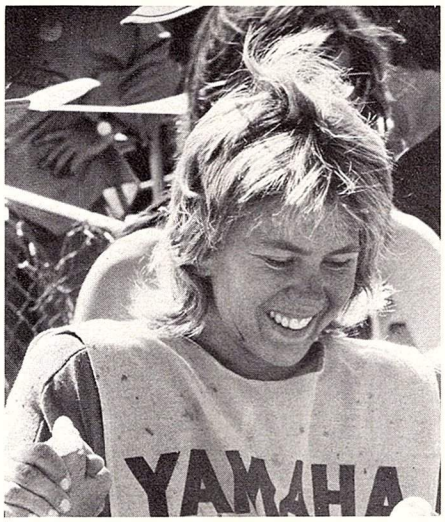
Continued

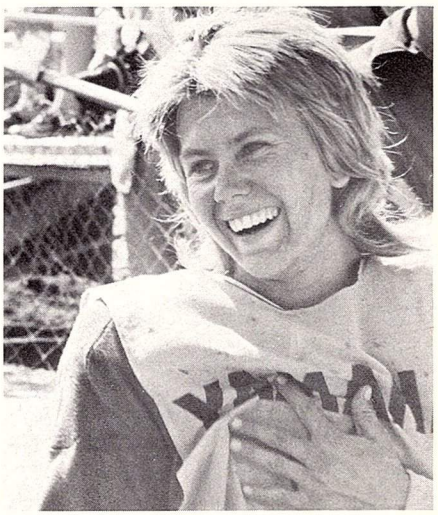
1975 WOMEN'S NATIONAL CHAMPIONSHIPS

TERI KEZAR

Seventeen years old and living in Phoenix, Arizona, Teri Kezar (pronounced KEE-zar) is the hottest lady dirt bike rider in the world. In two days of riding on the hairy Carlsbad Grand Prix terrain she proved it, holding her own against a swarm of the best 125 racers in the business and, as Sue Fish put it, "Nobody could touch her on a 250." Her warm, personable manner and dazzling smile captivated the entire WN crowd who had never even heard of her before this event. Her riding was beautiful to watch. Faced with the pressure of *having* to win the final moto to outpoint Lorie Watson, she coolly holeshot the start and never looked back. She devastated the weekend.

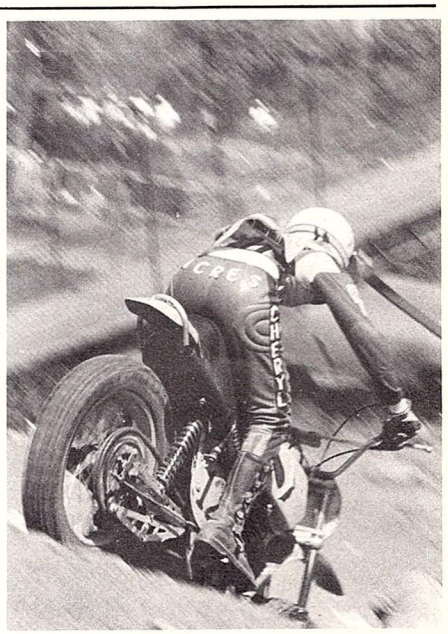






Wearing the boots of the Champion in comfort; she's devastating.

Oregon superwoman Nancy Thomas broke into the lead (and a big grin for the whole glorious moto) to smoke Watson and Kezar in the final 125 heat.



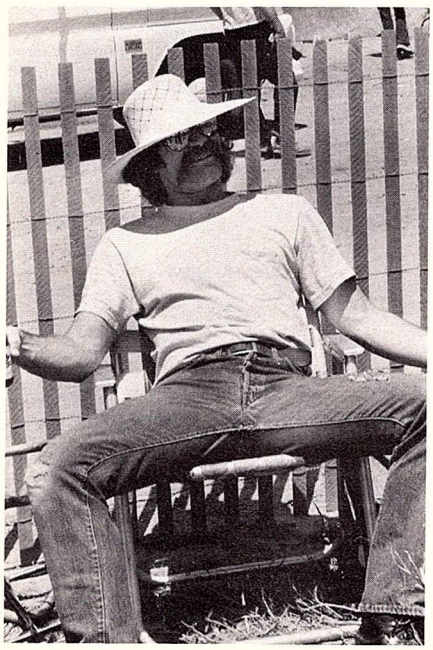
Foxy track star Cheryl Acres rode a borrowed Penton into a Superbowl spot.

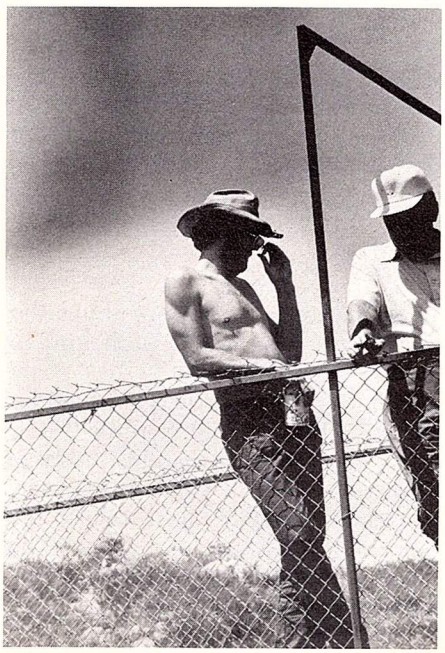
Sue Fish reeled in and caught Lorie Watson (14) in the first moto of the 125 race and was about to do the same to Johanna Stenersen for the lead when her brand-new Hodaka ate its lunch.

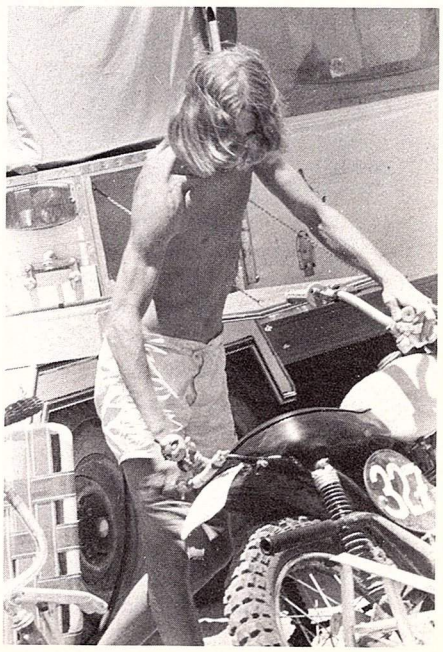
Plowing through a storm of controversy (see DIRT), 36-year-old Lorie Watson rode fast and consistently to a 125 National Championship and ended up one point short of winning the whole enchilada. She did it without winning a single event.

Johanna Stenersen had her ups and downs. She destroyed her engine while leading the 125 cross-country race, rode a strong second behind Kezar in the 250 GP, won the first 125 moto, DNFed the second. She's fast enough and smart enough to win it all.

PIT TOOTSIES *. . . and the notorious split armadillo*



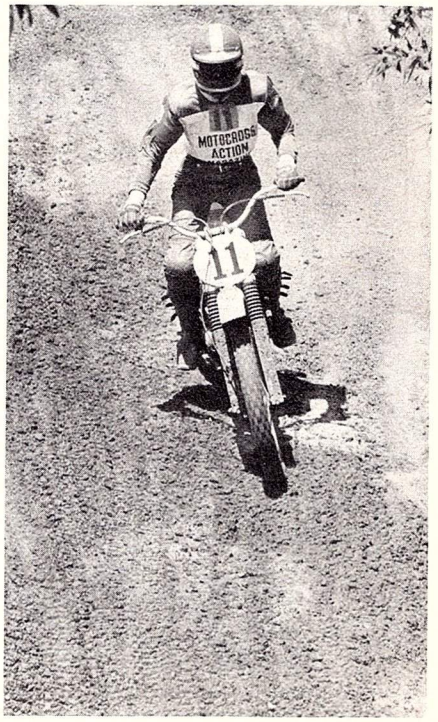




1975 WOMEN'S NATIONAL CHAMPIONSHIPS

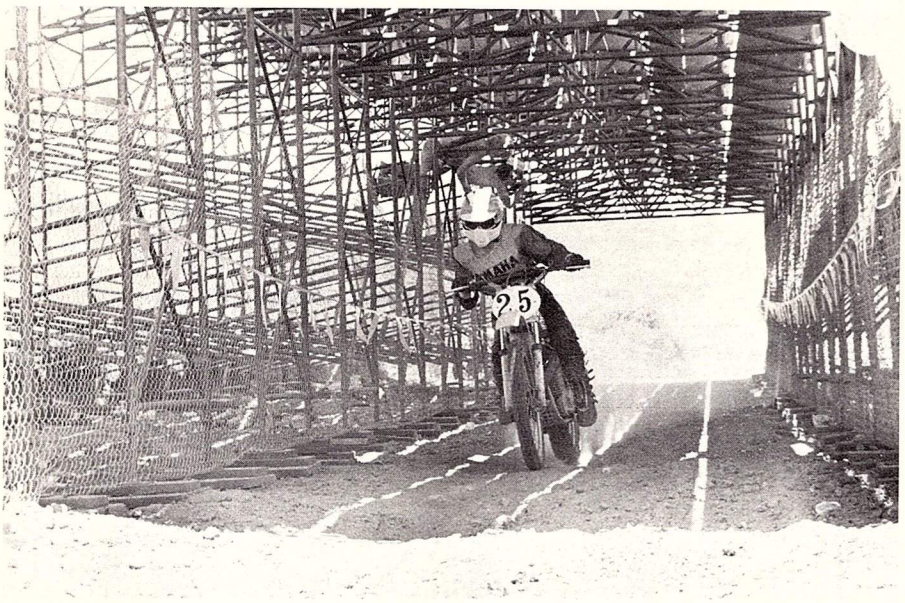
Johanna Stenersen won the first 125 moto going away but a flat tire knocked her out of the second.

Recovering from radical knee surgery, veteran racer and first Mint 400 lady Cherry Stockton was the only rider able to stay with Watson and Kezar in the 250 race till a flat tire put her back. True to her sponsor, Cherry was one of the few girls refusing to wear the controversial Yamaha bib (see DIRT).



THE TRACK: CARLSBAD

Even the Novice minis had no problem



Although much of the promotion of the WN was handled less than professionally, the selection of the track and the supervision of the actual racing was beautiful. The Carlsbad, California, Grand Prix track, inch for inch the same track used for the 1975 USGP, provided excellent terrain for the girls to prove their abilities. The ladies loved it. Even the grannies got around with little sweat and no complaints. So next time someone bitches about the track being "too tough," tell him to blow it out his bonnet.

Race organization was handled by Dirt Bike Promotions. Referee Butch Lee, resplendent in his orange Carerra overalls, came up with the precision decisions and saved the event from a passel of hassles. The races came off as smooth as the underside of a wet hot dog.

OVERALL NATIONAL STANDINGS

1. Teri Kezar
2. Lorie Watson
3. Dawn Grant
4. Cheryl Acres
5. Trudy Beck
6. Donna Nearn
7. Sherry Ciardella
8. Lori Payne
9. Crystal Champion
10. Lynette Zuber

125cc Motocross

1. Lorie Watson
2. Teri Kezar
3. Terri Bender
4. Noni Wilson
5. Cheryl Acres
6. Dawn Grant
7. Cecile Hanna
8. Donna Nearn
9. Trudy Beck
10. Crystal Champion

250cc Motocross

1. Teri Kezar
2. Lorie Watson
3. Cherry Stockton
4. Linda Stanley
5. Trudy Beck
6. Donna Nearn
7. Dawn Grant
8. Sherry Ciardella
9. Cheryl Acres
10. Lori Payne

Sue Fish and her sponsored Hodaka are a tough combination in women's racing. (*Boudreau*)

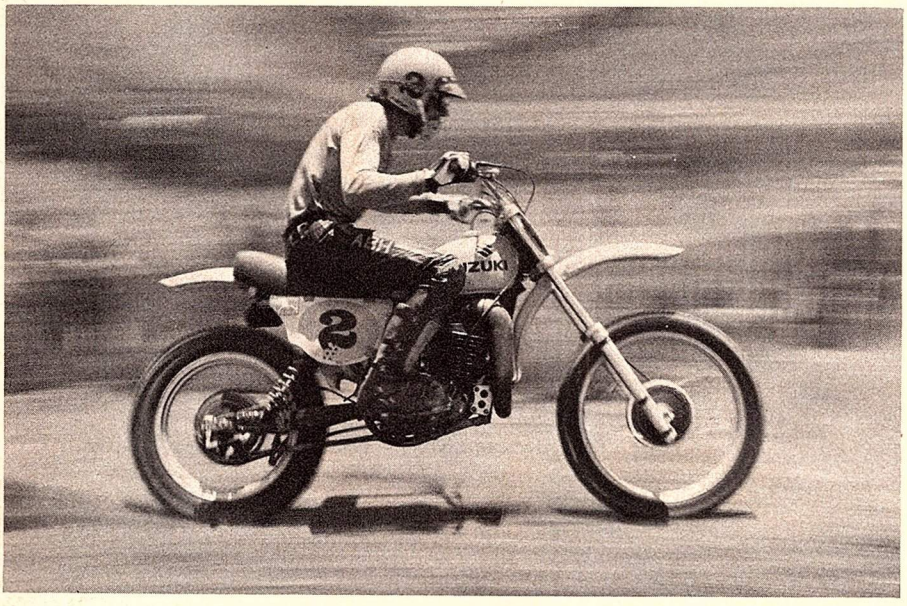
25
25

What might have been the climactic battle of the GP season became a personal victory for Pierre Karsmakers; he deserved it

Story and Photos by Mike Kerley

500 grand prix
ONTARIO, CANADA

The dust and heat bothered Christer Hammargren. After an eighth in the first moto he fell in the second, ending his day.



As usual DeCoster did everything right. If his ignition had held out five minutes longer he would have had a 20-point cushion to ride back to Europe on.

It looked for a while as if the Canadian Grand Prix, only the seventh race in a 12-race schedule, might be the climactic clash of the 1975 500cc Grand Prix season. Current champion Heikki Mikkola had grabbed an early series lead off his performance and Roger DeCoster's bad luck in the mud of Italy, but DeCoster had been whittling away at that lead ever since. Now, as June laid its wave of sticky heat over the western end of Lake Ontario, Mikkola and DeCoster were exactly tied in points, each rider carrying the figure "131" in his totals column, and both knowing that the Copetown race could be the make or break contest of the season.

DeCoster held the edge. With six more Grands Prix to be run he had chalked up seven motos won to Heikki's two. Under the current system in which the best half, plus one, of each rider's finishes determines his final points total, Roger held a definite edge in the race for the title. He knew it, but he also knew it might not be enough. Mikkola knew it too, and he was afraid that it would be.

Heikki Mikkola came to Copetown to win — he told everyone that. And if his pre-race demeanor wasn't grim, his words were. Besides picking up points and victories, DeCoster had clearly shown an edge over Heikki — over everyone — in the last few races, and it was of critical importance to the Finn that he score well and decisively over the Belgian star in Canada. But Mikkola had to be aware, deep down in that part of a professional racer which honestly assesses his chances and possibilities against the opposition, that unless Roger DeCoster was unlucky the best he could realistically hope for was a standoff.

Despite the closeness of the title race 1975 has been Roger DeCoster's year, and he and the new up-pipe Suzuki have dominated it in the way that Mikkola and Pelle Mas dominated 1974. Coming into the Canadian race, DeCoster had failed to score a first only in the mud and slime (track *and* politics) of Italy. After splitting closely with Mikkola in Switzerland and retiring with mechanical difficulties in Italy, DeCoster went on to win twice in Finland, having first given a Babe Ruthian prediction that he would. Only a first lap crash

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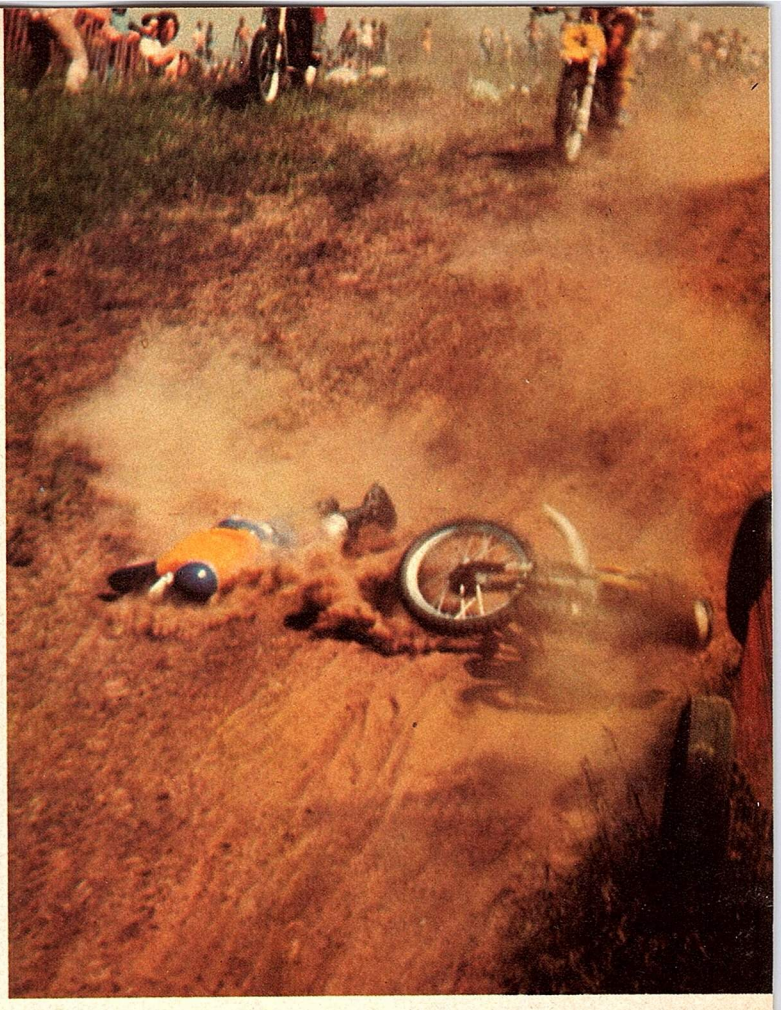

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and heavy traffic had kept him from winning twice in Russia. He notched a double victory in France, while Mikkola had to be satisfied with two seconds. And at Carlsbad the week before he had won the first moto and was running in second in the final when a broken shock slowed his charge. At that point there began to be a definite case for the view that in the summer of 1975 no man in the world was of quite the caliber of Roger DeCoster as a motocross rider.

Of course, there were more than two possibilities at Copetown, though few would have bet on them. Gerrit Wolsink, fresh from his second U.S. Grand Prix victory, was obviously eager. First out for practice on Saturday, and last in, Wolsink was charged up; he took his practice laps in a way which definitely meant business. And Brad Lackey. Coming off an excellent ride and bad luck at the U.S. round, freshly married, and becoming more the professional with every race, Brad could shine in Ontario where he'd have plenty of homefolks' encouragement, but not as much pressure.

Canadian Champion Jan-Eric Sallqvist could also figure in the action if the smorgasbord motorcycle which primo mechanic Cliff White had pasted together for him could stand the pace. Unable to get a factory bike from Kawasaki, White had been forced to resort to ingenuity. The result was the bizarre-looking "Kawavarna," a bike with a KX250 frame, Husky forks, Bilstein shocks, a KX250 lower end, Husky CR360 upper end, F-11 crank and Boysen reed. While it was unlikely that this mechanical mongrel could really compete against the finest factory machines in the world, White had given it his best shot and Sallqvist could be

Continued

CANADA

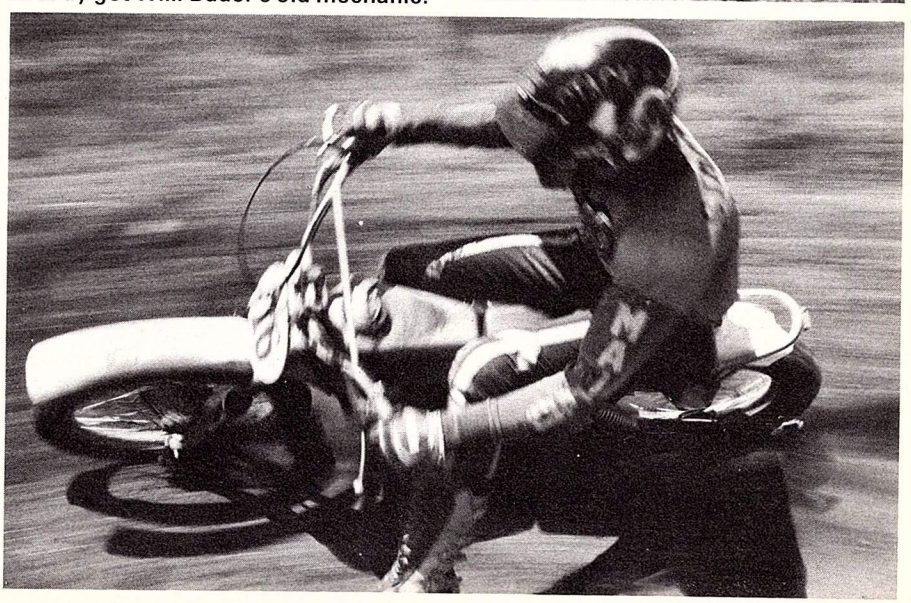
Lackey looked good, fast and steady, but a stuck ring slowed him in the first moto and dust in the carb finished him in the second.

Pierre did everything you have to do to win except catch Roger DeCoster. This time it was enough.

Cliff White lounges aboard the "Kawavarna" and waits for tech inspection. It took him a bit longer than the others.

Stackable got both holeshots and hung on hard enough to finish fourth overall. He could be Maico's new face on the 500cc Grand Prix circuit next year. He's already got Willi Bauer's old mechanic.

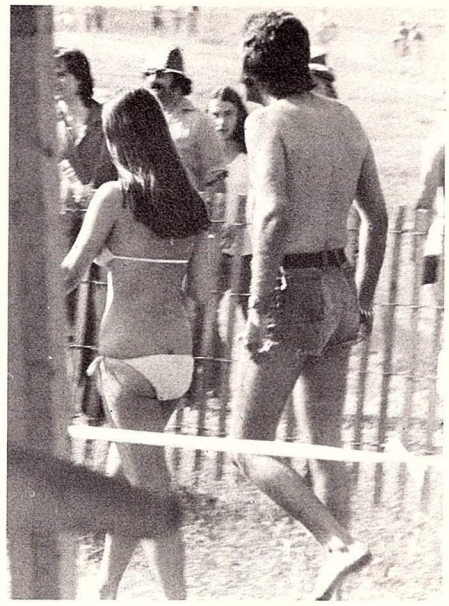
Tony DiStefano was second American, third overall. He's proven that he stands a chance in Grand Prix competition if the opportunity is there.



Heikki Mikkola did a number on the downhill. Photo sequence by Ted Pinni.

ONTARIO, CANADA

Canada's *nice* in the summertime.



Bob Kelly gives Gerrit Wolsink the checkered at the end of moto two. He wasn't *too* unhappy about beating Roger and the win closes the gap on him and Mikkola in the point standings.

counted on to do the same.

Then, finally, there was Pierre Karsmakers. Third overall at Carlsbad and ambitious to make his mark against the world's best ("You know Pierre," they'd say, "couldn't make it in Europe so he went to the U.S. and got rich."), Karsmakers kept to himself at Copetown and looked serious. It's odd to think of a racer who pulls down a reported $72,000 a year as appearing "hungry," but that's how Pierre looked. Keeping to the fringes of the excitement and interplay which goes with any Grand Prix event, avoiding by and large the smiling-faced, tense-eyed get-togethers where the other riders reminisced about the souvenir-crazy mobs of Russia and the friendly girls of California, Pierre seemed to alternate between staring at his bike and staring at his feet. Was the 400 Honda there yet? Almost. Well, was it competitive with the Suzukis and Huskys? Yes, enough. And, was he competitive with them, with

Cont'd on page 65

RESULTS
CANADIAN GRAND PRIX
500cc WORLD CHAMPIONSHIP

INTERNATIONAL CLASS

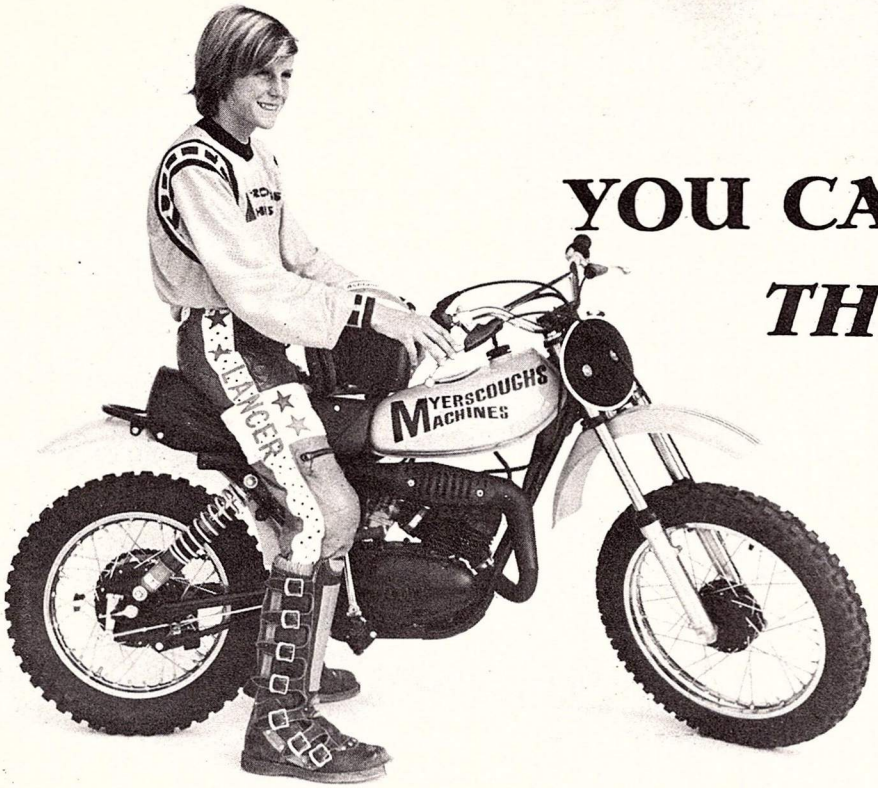
1.	Pierre Karsmakers, Holland/U.S.A. (2-2)	Honda
2.	Gerrit Wolsink, Holland (4-1)	Suzuki
3.	Tony DiStefano, U.S.A. (6-3)	Suzuki
4.	Steve Stackable, U.S.A. (7-5)	Maico
5.	Mike Runyard, U.S.A. (9-7)	Can-Am
6.	Jan-Eric Sallqvist, Sweden/Canada (11-9)	Kawasaki
7.	Masaru Ikeda, Japan/Canada (13-8)	Suzuki
8.	Mark Blackwell, U.S.A. (14-10)	Husqvarna
9.	Larry MacKenzie, Canada (15-13)	Yamaha
10.	Buck Murphy, U.S.A./Canada (10-25)	Can-Am
11.	Roger DeCoster, Belgium (1-DNF)	Suzuki
12.	Heikki Mikkola, Finland (3-DNF)	Husqvarna
13.	Mike Hartwig, U.S.A. (DNF-4)	Husqvarna
14.	Brad Lackey, U.S.A. (5-DNF)	Husqvarna
15.	Bengt Aberg, Sweden (8-DNF)	Bultaco
16.	Christer Hammargren, Sweden (8-DNF)	Kawasaki
17.	Henning Hansen, Canada (DNF-11)	Husqvarna
18.	Nobuyasu Kinoshita, Canada/Japan (12-DNF)	Yamaha
19.	Zoli Berenyi, Jr., Canada (DNF-12)	CZ
20.	Christian Ethier, Canada (DNF-14)	CZ

250 SUPPORT CLASS

1.	Frank Stacy, New York	Can-Am
2.	Bob Thompson, New York	Husqvarna
3.	Marvin Wilson, New York	Can-Am
4.	Don Sinclair, Michigan	Yamaha
5.	Andy Bishop, Canada	CZ
6.	Ward Wilson, New York	Can-Am
7.	Barry Mayo, New York	Yamaha
8.	Eric Hyman, Pennsylvania	Husqvarna
9.	Greg McGovern, Michigan	Kawasaki
10.	Leo Wilson, New York	Can-Am

500cc WORLD MOTOCROSS STANDINGS
AFTER CANADIAN GRAND PRIX

		Points
1.	Roger DeCoster, Belgium	146
2.	Heikki Mikkola, Finland	141
3.	Gerrit Wolsink, Holland	106
4.	Ake Jonsson, Sweden	75
5.	Brad Lackey, U.S.A.	64
6.	Jaak van Velthoven, Belgium	58
7.	Pierre Karsmakers, U.S.A.	37
8.	Bengt Aberg, Sweden	36
9.	Christer Hammargren, Sweden	31
10.	Tony DiStefano, U.S.A.	25



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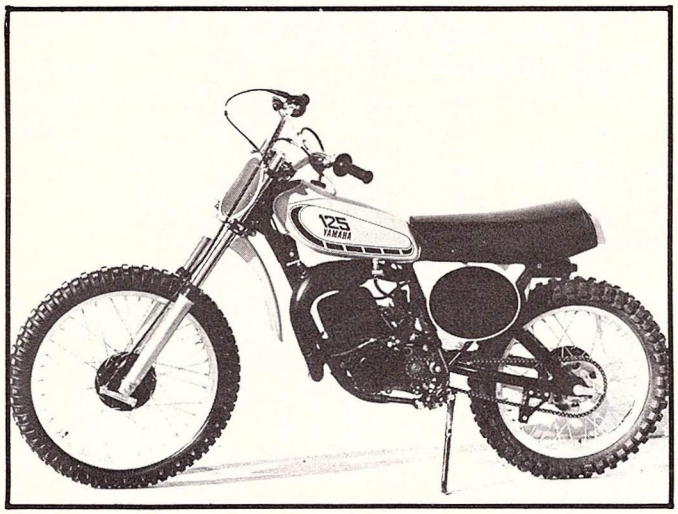

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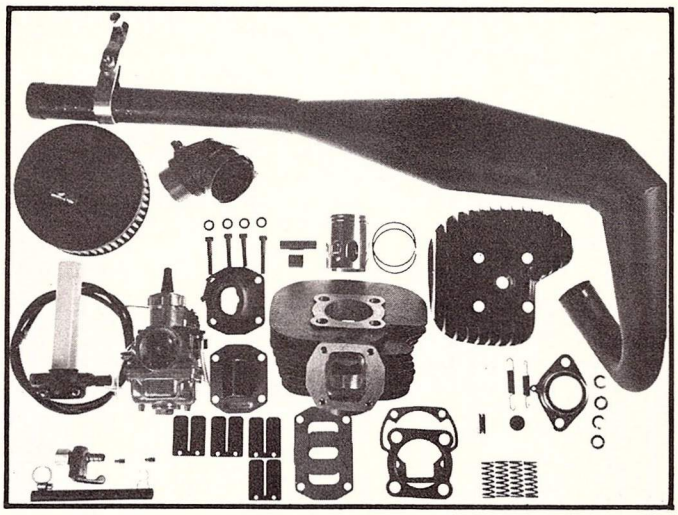

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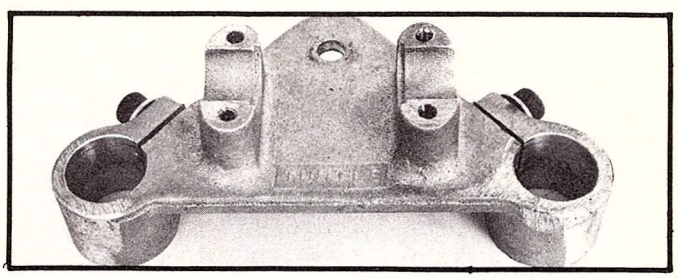

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SUPER **"TRICK"** 125 ELSINORE UP PIPE. INCREASES POWER OVER STOCK PIPE & WON'T GET SMASHED. SIMPLE BOLT ON. NO FIN TRIMMING OR MODIFICATION NECESSARY. (Dealer Inquiries Invited).
GUARANTEED $48.95

BASSANI EXPANSION CHAMBERS

BULTACO PURSANG ('69 – '71)	D	$52.00
CZ 250 (LATE '71 – '73)	D	$48.00
CZ 400 (LATE '71 – '73)	D	$50.00
HODAKA 90/100 AND SUPER RAT	U	$48.00
HODAKA WOMBAT	U	$50.00
HODAKA SUPER COMBAT	D	$58.00
HONDA XR 75	D	$35.00
HONDA CR 125	D	$58.00
HONDA CR 250	D	$62.00
HUSKY 250 5 SPEED	U	$62.00
HUSKY 450 5 SPEED	U	$62.00
KAWASAKI F-8 (250)	U	$55.00
KAWASAKI F-9/F-5 (350) SQ	U	$60.00
KAWASAKI F-11 (250) SQ	U	$60.00
MAICO 250 RADIAL	D	$62.00
SUZUKI TS 125	D	$48.00
SUZUKI TM 125	D	$58.00
SUZUKI TM 400	D	$62.00
YAMAHA 125 AT1-AT3 SQ (THRU 1973)	U	$50.00
YAMAHA 125 AT1M-AT3M (THRU 1973)	U	$52.00
YAMAHA 175 CT1-CT3 SQ (THRU 1973)	U	$50.00
YAMAHA 250 DT1-DT3 (THRU 1973)	U	$52.00
YAMAHA 250 DT-2M (THRU 1972)	U	$62.00
YAMAHA 360 RT1-RT3 (THRU 1973)	U	$58.00
YAMAHA 360 RT-2M (THRU 1972)	U	$62.00
YAMAHA DT 250 A/B (74-75 MODEL)	U	$62.00
YAMAHA DT 400 B (1975ONLY)		$64.95

Enclose Check or Money Order for Full Amount. C.O.D. Orders Require 25% Deposit. All Orders Arrive Freight C.O.D. California Residents Add 6% Sales Tax. Mail To:

TRICK DISTRIBUTING COMPANY
2042 BUSH ST.
SANTA ANA, CA. 92706

MAIL ENTRIES

Cont'd. from page 13

to those parents that forever bug my wife and I with that perpetual question, "How can you let a 13-year-old boy ride in those horrible races?"

In his 13 years, he has severely bruised his hip on a skate board, broken a toe playing football, broken three fingers, one leg and his cheek bone playing baseball, loosened most of his teeth and split his chin (21 stitches) on a bicycle. He cut his head open with a hammer while removing the sprocket from his bicycle and sprained his wrist while chasing one of his pigeons.

For the past two years he has been riding a TM100 Suzuki. He rides dirt most every day and races on Sunday. There have been many crashes, endos, slides and hard spills (last time out — four crashes in one moto). Total damage to date: one skinned knee and a few sore muscles.

My advice to those concerned daddies and mommies: Put him on a bike, show him some dirt and save the boy. It's obvious that those other "childhood games" are just too darn dangerous.

W. A. Bolling
San Diego, California

(I always knew pigeons were dangerous. —ed.)

GRAND PRIX READING MATERIAL

Dear Mail Entries:

Hey, do DeCoster, Pomeroy, Karsmakers, etc. read your magazine?

Ken Hodaka
Super Rat, New Jersey

(Does the Pope sleep in the woods? —ed.)

SNMXT WANTS BAZ

Dear Bazzer:

All of us wish you a happy holeshot and we want you to be an honorary member of SNMXT Seized Noodle MX Team). Me, Steve, Jeff and Randy formed this team a year and a half ago and were trying to make Shoaf our home track. But the owner, Steve Hanchek, doesn't believe it's a team so if some smart, handsome go-faster like you would join, we might get some results. And tell Steve to water the track, too.

Ronny Bonar
SNMXT Co-captain
Cameron, West Virginia

(Steve, water the track. —ass. ed.)

THE GREAT AMERICAN PRO MOTOCROSS PANTS

BW BILL WALTERS LEATHERS, INC.
445 South Victory Boulevard
Burbank, California 91502

LEATHER Top grade 3 oz. cowhide—the finest available in 15 beautiful colors.

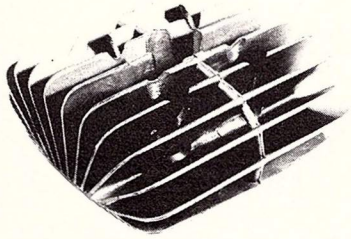
LINING 40 denier nylon tricot—tear resistant yet very pliable and comfortable.

PADDING Hip and knee pads are a special high density polyfoam. GP style has plastic knee cups backed with felt pads.

THREAD All seams double stitched for double strength with nylon thread.

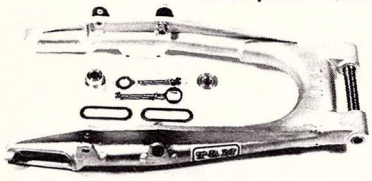
PRO STRIPE IS 3" WIDE

You sure can't back it... if you don't make it! T&M backs it!



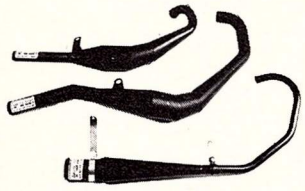
The T&M radial head

Available for most Honda, Suzuki, Yamaha and Kawasaki dirt bikes.
Retail price – $49.95

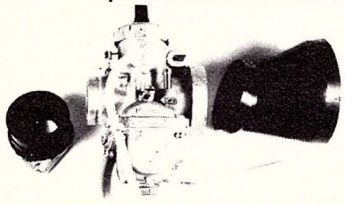


The T&M swing arm

Available for most Honda, Suzuki, Yamaha and Kawasaki dirt bikes.
Retail price – $105.00



T&M Expansion chambers are also available for most Suzuki, Yamaha and Kawasaki dirt bikes.
Pipes from $32.95 to $54.95

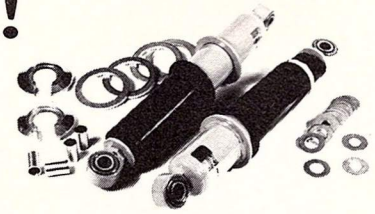


The T&M carb kits for the CR-125

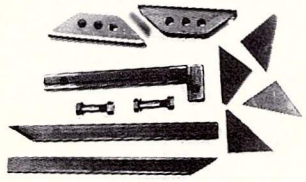
30 mm carb	$33.95
air boot	5.95
intake manifold	6.95
complete kit	$41.95

32 mm carb	$35.95
air boot	5.95
intake manifold	6.95
complete kit	$43.95

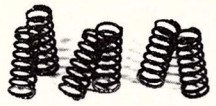
Work's style fork boots
$7.95 per pair



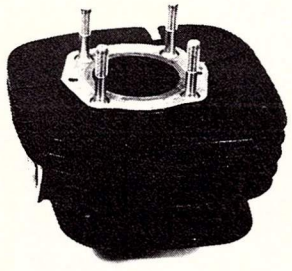
Boge shocks available from 10.75 to 13.50
Retail price – $52.95



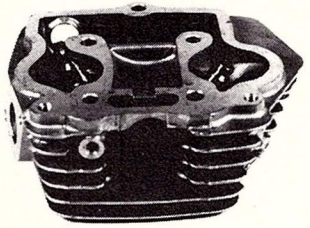
CR125 and CR250 laydown top kits
Retail price – $22.95



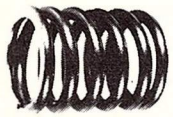
CR125 heavy duty clutch springs
Retail price $6.95 set of 6



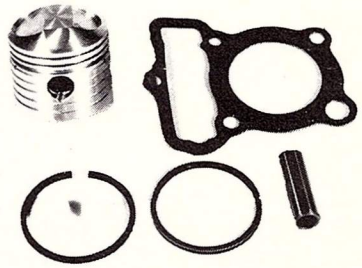
Retail prices for porting, Novice through Pro –from
$40.00 to $95.00*
*(Phone or write for further information.)



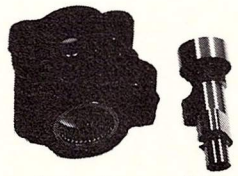
XR75 Porting
Int. stage retail $26.95 exch.
Pro. stage retail $60.00 exch.



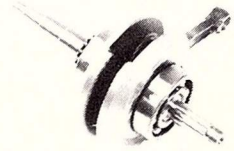
CR front fork booster springs
Specify model Retail price $4.95 per pair



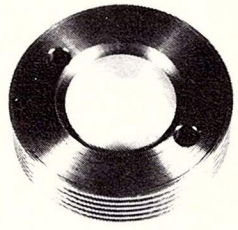
81CC Big bore Kit comp.
Retail price – $32.95



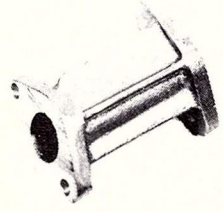
XR-75 needle bearing cam & tower
Retail price – $39.95
exch.



Lightened & balanced crank assembly
Retail price – $29.95
exch.



XR-75 aluminum exhaust flange
Retail price – $8.95



XR-75 intake manifold
Retail price – $16.95

Send today! $1.00 for the complete catalog listing all products prices. Includes a T&M decal, too!

T&M engineering

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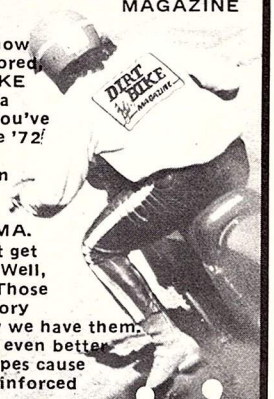
DIRT BIKE
MAGAZINE



Okay, you all know that a bright colored, vented DIRT BIKE racing jersey is a desirable unit. You've seen Ake win the '72 Trans-AMA one. You've seen John DeSoto wearing one in the '73 Trans-AMA. But you couldn't get one, could you? Well, nobody could. Those were special factory prototypes. Now we have them. Regular replicas, even better than the prototypes cause these have the reinforced elbows and the DIRT BIKE logo on both sides. Get your DIRT BIKE Racin' Jersey now, while they last.

racin' jersey

$14.95 + 50¢ postage and handling. Please send me____Racin' Jersey (s) S M L XL
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DIRT BIKE RACIN' JERSEY MX-3-11
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NAME_____
STREET_____
CITY_____
STATE_____ZIP_____

HONDA 250

Cont'd. from page 25

is left with a bike that's only halfway there. And you can't win half a race.

The suspension dilemma inherent in the old CR250 is compounded in the new model. The shocks, the same 14-inch Showa units introduced on the very first CRs, weren't

so good then and are really bad in the forward mounted posture. They have hardly any compression damping and not nearly enough return damping. When they reach operating temperatures, like after about ten minutes, what little damping there is to begin with goes away completely. You're left with only the springs. Combine this with a very flexible swingarm and a rear subframe you can tweak with your *hand*, multiply it through six inches of travel, and you've got swap city. Drive this bike into a berm too hard and it will coil up like a spring and retroflex you over the top like a pole vaulter. You can replace the shock oil with good stuff like Bel-Ray or you can replace the internal spring washers with ones that won't lose strength when hot, but the stock units still won't put out like good high-performance shocks should. And replacing them only fixes the shocks. The pliant frame and swingarm still have to be dealt with.

Working inch for inch with the rear end are the front forks. Simply stated, they turn little bumps into big bumps, big bumps into hairy jumps and hairy jumps into crashes. They just don't react quickly enough to smooth out a series of bumps. The first bump sends them up halfway, the next bump sends them up the rest of the way and any bumps after that are translated directly to the frame, where they turn into tank-slappers. The buck is passed to your arms. The need seems to be for a damper that will pass oil more quickly and a spring with a stiffer wind. The Al Baker R&D fork kit seems to do the job on these forks fairly well.

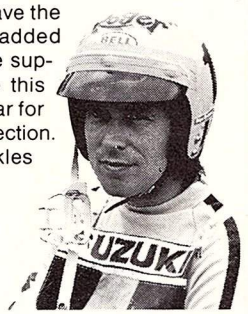
Frame flex is a direct product of inferior steel tubing. It's ironic that Japan produces the highest quality steel in the world but uses a sub-standard product in their motorcycles. But again, this is largely a problem of economics. It just isn't feasible for Honda to mass-produce a moderately priced 250 using aircraft-quality chrome moly steel. So you have to settle for what you get: a soft substitute. If the tubes were thicker the frame would be more rigid, but it would also be heavier. So again, you get a not-so-happy medium.

Compounding the problem is the lowered frame, which means longer cradle tubes which tend to flex even more. This creates another problem in mounting the motor. Because it's dangling way down there at the bottom of a shaky cradle, the vibration tends to rattle the frame and tear up the motor mounts. Honda has added three heavy-gauge steel struts to counter-brace the

Continued

FOLLOW IN ROGER DeCOSTER'S BOOT STEPS

Take a boot designed by a 3-time World Champion and manufactured to Torsten Hallman's exacting specifications, and you have the Roger DeCoster boot! Padded skin and ankle, steel sole support and steel toes make this boot one you'll want to wear for maximum comfort and protection. Quick release positive buckles are just one of the many features that a world champion demands. And it's available with sure-grip soles for enduro riders.
1975 Catalog $1.00



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Book of Tricks for 1975 $1.00

ORDER YOURS TODAY!

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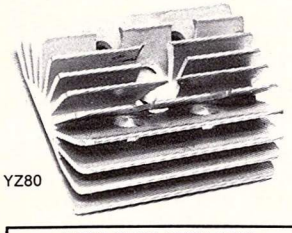
HERE IT IS!

CR125

DG's 1976 model 17-fin Radial Head

A totally new design concept: new combustion chamber provides more horsepower instantly. Dyno-testing shows the 17-fin design reduces head and exhaust temperatures by as much as 100 degrees. New manufacturing method keeps price low. Available now for CR125 ....**$39.95**

and a new 13-fin model for YZ80 **$34.95**



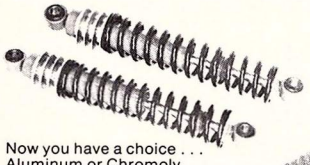
YZ80

NEW! NEW! NEW! NEW
Radial Head for YZC Mono and Suzuki RM125 $39.95

Now available from DG

The Gas Girling Shock

What makes the Gas Girling so great? Just ask Heikki Mikkola—they're the ones he won with. Available in 11.8 or 13-inch; specify 80, 90, 100, 110-lb. spring rate (springs included) ..... **$98.50/pr.**

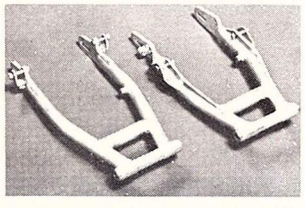


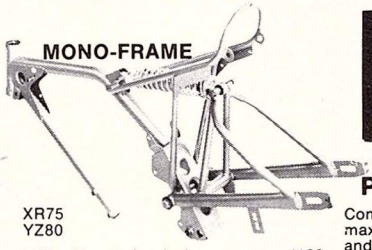
Now you have a choice . . . Aluminum or Chromoly.

DG ALUMINUM SWING ARMS

The famous DG swing arm in either the forward-mount or lay-down design is now manufactured from weight-saving aluminum at no increase in price. (**$109.95 most models.**) Available for Honda, Suzuki, Kawasaki, Yamaha (soon available for others.)

LAY-DOWN FORWARD-MOUNT



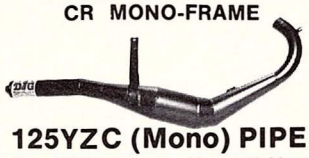


XR75
YZ80

DG's Mono-shock frame uses 4130 chromoly with gold-anodized cadmium plating. Heliarc welded for max. strength. Won't scratch, chip or peel. Stock components fit.

Frame only
XR75 ..... **$295.00**
YZ80 ..... **$325.00**
with Gas Bilstein shock
XR **$349.00**
YZ **$379.00**

SOON AVAILABLE
CR MONO-FRAME



125YZC (Mono) PIPE

Dave Williams won the Mammoth Mountain Motocross with this pipe **$48.95**

Suzuki RM125 Pipe $48.95

Available from DG

The New Inter-Am Solid-Stock Aluminum Handlebars AMA-approved

The super-light, super-strong, SUPER BAR by Inter-Am. Made from #2024 solid-stock anodized aluminum, with almost twice the bending resistance of chromoloy and almost 4 times that of mild steel. And, no more cross bar to loosen your teeth. Available in beautiful anodized Silver, Gold, or Black ..**$14.95**

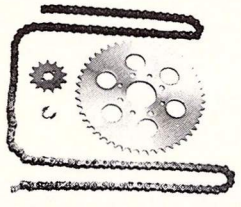
We also have the **Marzocchi Gas Shock** in all popular links and valving. **$99.50** complete.

FORK BOOTS $8.95/pr.

High quality rubber; accordian design. Protect front fork works. Black, also in red, yellow, or blue.

Sprocket Kit with Chain

Eliminate chain problems on your CR125. Uses 520 chain. Countershaft drilled and tapped. Horseshoe-clip included. Rear teeth: 48, 49, 50 or 51. Front teeth: 12, 13 or 14. ..... **$42.95**

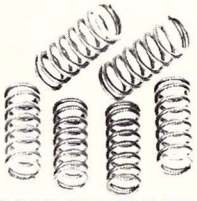


SHOULDER & CHEST PROTECTOR by KOHO

Complete freedom of movement with maximum protection. Shoulder caps and biceps of white, shock-resistant polyethylene. Chest and back of poly reinforced foam. Covered with yellow, moisture-proof Nyltex nylon. Fully adjustable Velcro straps—comfortable, form-fitting without bulk. Very lightweight . . . **$39.95**

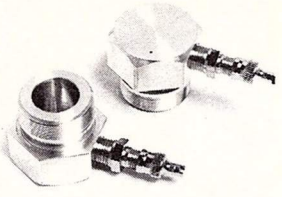
Heavy Duty Clutch Springs

For CR125. Adds to clutch life, stops power loss due to slippage.
Set of 6 ..... **$6.95**



GAS YOUR FORKS!

Adaptor for charging front fork with air for extra cushion. Lets you remove fork springs and run with a straight air/oil suspension. Yamaha, Suzuki, and Honda (others soon) .....**$15.95/pr.**



JT Racing "Phase II" FOAM AIR FILTER

Available for most models of racing bikes. Prices vary.

MIKKOLA "UNLEATHERS" by KOHO AMA-approved

These are the new GP pants that the Moto-X world is raving about. Made of nylon and goat skin, they combine the best features of both. Lightweight . . . cool . . . water-repellent . . . durable. Ideal for desert or back east hot, humid summer riding. Goat skin in crotch and inner knee helps you keep a grip on your machine. Available in Mikkola red, white and blue; Team Yamaha white-yellow and black; Team Husky blue with yellow strip; Team Maico red-black and yellow **$99.85**

$23.95

DG SKATEBOARD

Manufactured from unbreakable urethane with anti-slip surface. Has that just-right flex and an extra wide tail for better footing. The trucks are specifically designed for skate boards. Urethane board has 100% guarantee against breakage. Available in red, yellow or blue.

DG is proud to offer

TIBBLIN GLOVES

Superior quality. Manufacturer guarantees materials and workmanship for 3 months. 100% lambskin, fully padded. S, M, L, XL..... **$28.85/pr.**

Finn Fighter "707" FACE MASK

Developed by JT Racing, Heikki Mikkola, and KOHO of Finland, new design features venting to provide more "breathable" air and cooler circulation of air; adjustable to wear close in, far out, tilted; shatterproof, bends but doesn't break. Streamlined look in red, white and blue Mikkola colors **$8.95**

DEALER INQUIRY INVITED

motor mounts, but the vibration is still felt by the rider.

Power output is basic; it's either on or off. You feed it to the ground in short bursts through quick shifts. The spinning rear wheel never seems to catch up with the engine, for just as the knobs start to dig in, the motor flattens out and next gear is ready to be called up. Thrust comes on in the midrange, period. There's nothing on the bottom, so if you bog it, you can only get it back with a downshift or some fancy clutch work. If you want to go faster you have to upshift. Not exactly what you'd call a dynamic powerband.

Punching the gas coming out of a turn squirts the back end around and starts up a side hop which is delightfully amplified by the chassis. Then, just as you're praying the power will pull you out, the motor hits the end of its rope and goes flat. Your mission at this point is to catch another gear and start putting power down or your race will self-destruct in a split second.

This is all not to say that the CR250ME isn't fun to ride. A truly hairy machine, like a wild stallion, is *always* fun to ride. On a smooth, tight track with lots of traction, the Honda is a kick. If you can get from turn to turn in one gear or at the most two, you've got it made. The CR250 corners beautifully, will slide forever and its instant-on power will put you in roost heaven, if there's bite. Off the line, if the start straight is more than two gears, you're going to have trouble getting the shot. Even if you get the jump, the other 250s with more sophisticated power spreads will have you all reeled in before the first turn. But, if you can hold it on just a little longer . . .

Odds and ends on the Elsinore come out about even. Trick stagger-tread Bridgestone knobbies are good and a couple of factory racers use them. Plastic side covers and wide fenders are light and durable. Plastic based seat is light and strong. Hardware like levers, clamps, pegs and whatnot seem to be adequate. The handlebars on our test bike cracked at the cross-brace welds. The slick aluminum alloy gas tank split down its seam and dumped a load of pre-mix on a hot engine. D.I.D rims were dinged up after three races. We don't know exactly what the story is, but the last two Hondas we've tested have really gotten their rims dinged. The D.I.D G-type chain seized four links after one race. We felt the air box was a little small for a 250, but that's the price for a through-the-frame pipe. The steering head came loose after two races. The top fork clamp must be removed to tighten the steering head nut and a special wrench, which is *not* included in the tool kit, must be used.

A nice thought to keep tucked away is that all the problems we've been down on can be fixed. The shocks can be replaced with high-performance models. The top shock mount can be moved forward to get it into a more rigid section of the frame. A kit will fix the forks. The motor can be made to go faster and weight added to the crank for smoother power. The carb can be bored for an inexpensive power boost. We've got Al Baker working on the project. In stock trim the Honda is hurtin', but it has possibilities and we're going to find out what they are. Stay tuned.

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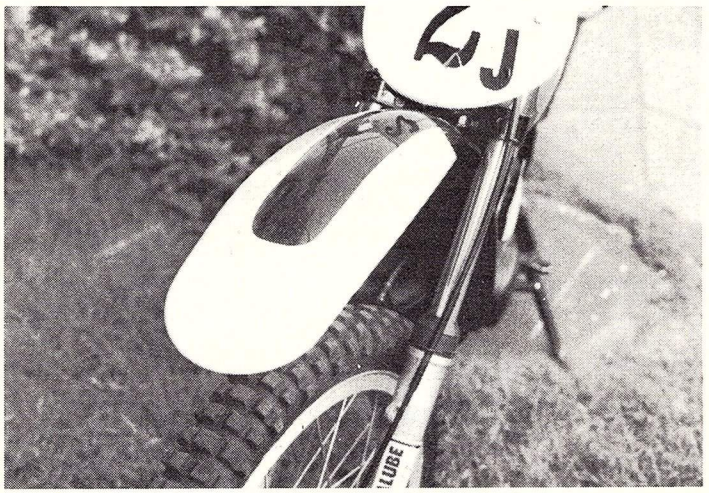

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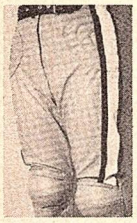

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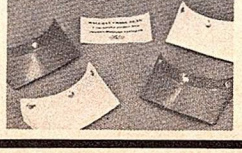

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No. 1154-1 Husky colors & logo
No. 1155-1 Maico Blu/Yel
No. 1156 Yamaha colors
No. 1157 Honda Team

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No. 1204 Goggles
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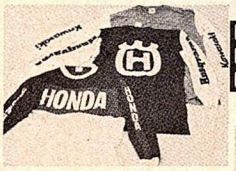
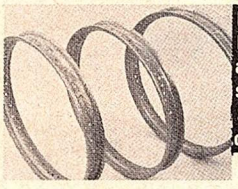


No. 1243 Hus Blu w/Wt
No. 1244 Kaw Lime w/Wt
No. 1245 Hon Red, Blu, Wt

No. 1246 Yam Yel w/Bl
No. 1247 Bul Red w/Wt
No. 1248 Suz Yellow

No. 1249 Maico Red w/Yel
No. 1252-E Yam-Europa Red
No. 1253-P Penton Green



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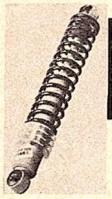

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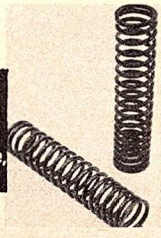

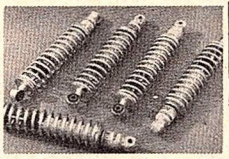

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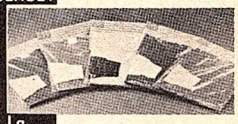

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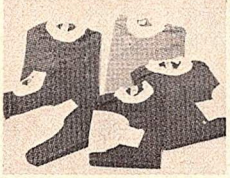

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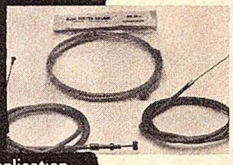

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Cont'd. from page 43

teammate in for a well earned fifth. Yamaha's Jim Weinert grabbed sixth. Wheelsmith's sponsored Gaylon Mosier was the standout un-factory sponsored rider for the day. The very fast Maico rider backed up his first moto placing of fifth with an 11th in the final for a ninth overall and two GP points.

Back in the pits Wolsink was jubilant — having pulled off another GP win at Carlsbad, a track that he's not particularly in love with. Saku and the rest of the Suzuki wrenches were staying away from DeCoster. It seems that he had told them he thought the back end of the RH500 was starting to act funny at the end of the first moto and they hadn't heeded his suggestion to thoroughly check it out or change the shocks. When I got there everyone was staring at the ground. Roger insisted that I see how bad the rear of the bike was. Pushing down on the seat, I bounced it like a basketball. I asked him how he could even ride it, let alone get it around the cobby course. He said it spit him off once but he didn't want to quit. He rode it that way for over 20 minutes and only five riders passed him.

The Husky pits were much the same, with some long faces, only they had no Wolsink as a dessert for their efforts. Lackey missed a golden opportunity to pull up in the 500 GP standings, especially since Yamaha elected not to send Ake Jonsson and Jaak van Velthoven — who were both in front of him on points.

The 250cc Support race was a runaway affair for the fire-engined Hondas of Marty Smith and teammate Tommy Croft. They jetted around the Carlsbad course like they owned the place. Can-Am kept Jimmy Ellis at home testing the 125 for the upcoming GP in Ohio instead of sending him to Carlsbad to do battle with Team Honda. Privateer Wayne Boyer (CZ) took third overall honors in front of Tim Hart, who had to overcome a get-off in the first moto and a broken peg on his Yamaha.

The Canadian GP the following weekend will see the same poor showing of European riders. Roger DeCoster goes into this event with seven wins out of a possible 13 that will count for the World Championship. Heikki Mikkola has only two. Even though Mikkola and DeCoster are now tied in points, it would seem that Roger cannot lose unless something major happens to him or his bike.

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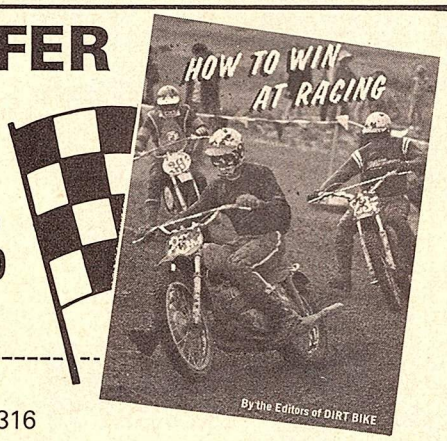

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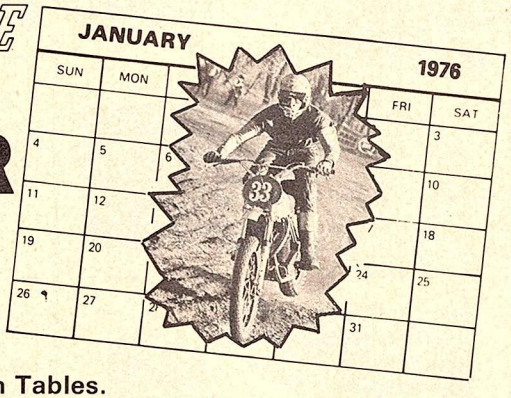

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CANADIAN GP

Cont'd. from page 56

DeCoster and Mikkola and the small-numbered rest? Yes, he thinks so. He'd like to race the remaining five Grands Prix to prove it. He thinks, he says, that he could run with them all the time, all the way. Up in the stratosphere of the racing elite, a heavy-duty bank account is no longer quite enough. Pierre gets nervous and goes out to practice some more. It's only Saturday, but he wants to race. Now.

THE COURSE

The first Canadian Grand Prix was to be the last race ever held at the justly famous Copetown course. The domain of motocross twice a year and cows the rest of the time is now well on its way to becoming another superhighway interchange. But the sponsoring Steel City Riders had put enough time and energy into the track to justify a five-year stand, changing the layout and sifting in thousands of dollars' worth of calcium in what turned out to be a vain effort to keep down the mid-summer dust.

The new layout was of true Grand Prix caliber, not the kind of course you'd want to trust a feisty novice class to. A fast, wide start led into a steep left-hand off-camber downhill, before hurtling off into an up-and-down landscape of skill-testing twists and turns and ferocious potholes. It was evident that it would be a bike- and body-testing track, and that without rain dust would be a major problem. A start near the front of the pack would be critical, and the inside line would be the surest way to get there.

No surprises. DeCoster rode his practice laps like a man who was

Continued

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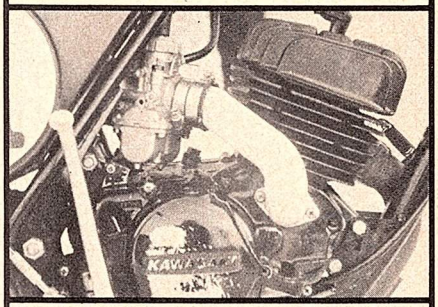

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CANADIAN GP

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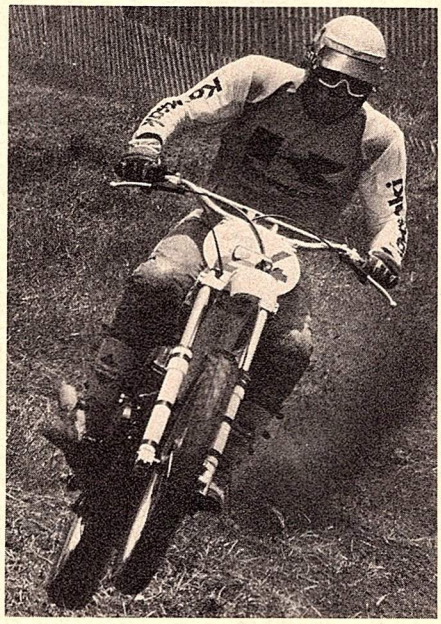
seriously considering getting off to take soil samples, but when qualifying time came he was two seconds faster than second-place Gerrit Wolsink. Karsmakers was third, a half-second back, followed by Lackey and Mikkola. Mikkola's lap time was five seconds slower than DeCoster's, and, as it turned out, that was a pretty accurate reflection of what was to come.



FIRST MOTO

Steve Stackable was first in and first out of the left-hander at the bottom of the hill, powering his Maico through a long ess and up the next hill with Karsmakers and DeCoster close behind. Mikkola was right behind DeCoster, but as the first lap sorted itself out and Pierre got Stack and Roger got them both, Heikki stayed in fourth, seeming to feel out the track he never really appeared to get to know during practice. Lackey was behind Mikkola, with Bengt Aberg, Billy Grossi and the pack fighting their way through the first of the day's constant clouds of dust. Gerrit Wolsink, in 17th after a bad start, seemed already out of it.

Actually, everyone was out of it. From the moment he passed Karsmakers and took the lead Roger DeCoster was in total control. He began to extend his lead immediately. Karsmakers, chasing futilely and losing second after second, was still

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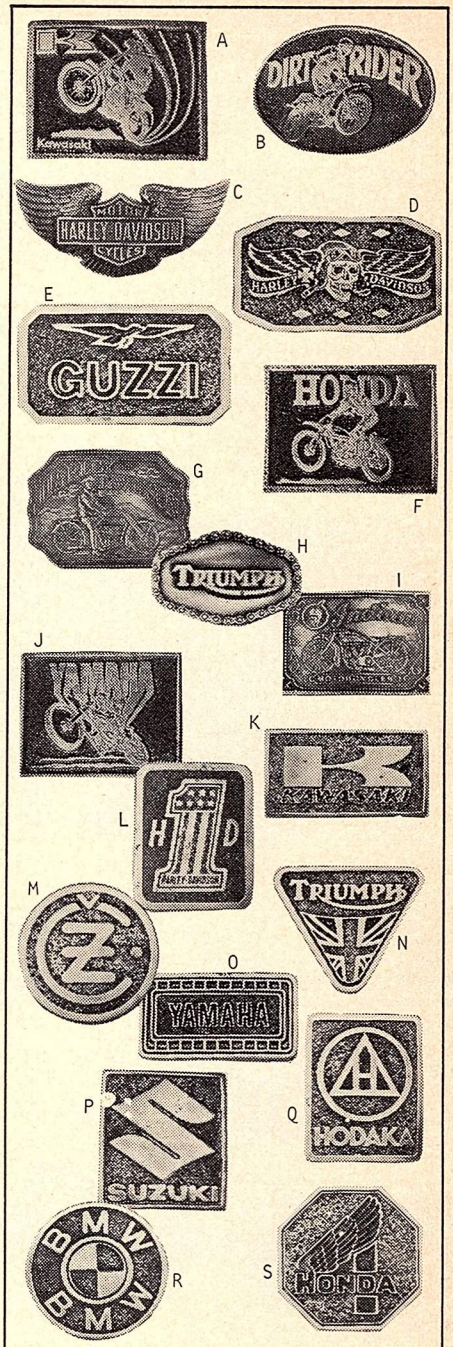

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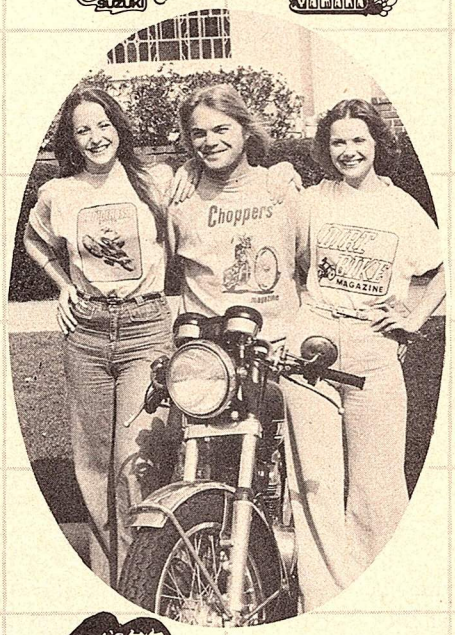

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pulling away from the third place dice going on between Stackable and Mikkola. Lackey was moving up on those two, while Wolsink fought his way through the dust in the back and hoped that his eyes — already red and puffed before the race began — would hold out.

After five laps DeCoster held a 12-second lead over Karsmakers and a full half-minute over Mikkola, who was now in third. By mid-moto the only riders to see anything of DeCoster were those he was lapping.

The most exciting ride of the moto was Wolsink's. By the halfway point he was in fifth position. He took Lackey easily, as Brad began to have problems with a sticking ring, and then went on to challenge Mikkola in third. But Mikkola, who had long since given up any thought of catching DeCoster or Karsmakers, had no intention of being passed. The two became involved in a terrific dice, now ten yards apart, now five, but the strain of his run through traffic had taken its toll on Gerrit Wolsink and after a four-lap battle he dropped back. The moto ended with DeCoster winning by 25 seconds, followed by Karsmakers with a comfortable 37-second lead over Mikkola. The stage was set for moto two, and Heikki Mikkola finally looked as grim as his words.

On a tough, dusty course like Copetown was that day, the rider who can grab a quick lead has a definite advantage. He can build a lead while his rivals work their way out of the pack's dust clouds, and if it comes to a wheel-to-wheel dice later in the moto he'll be fresher. Heikki Mikkola's second moto strategy was obviously built around that fact.

SECOND MOTO

As the gate dropped Heikki laid everything his CR360 had into the grassy starting straight, skittered precariously down the hill and was second man through the first turn. First man was Steve Stackable, the day's holeshot king on his gutsy 450 Maico. DeCoster, cut off in the turn, was sixth and would have to concentrate on passing.

Continued

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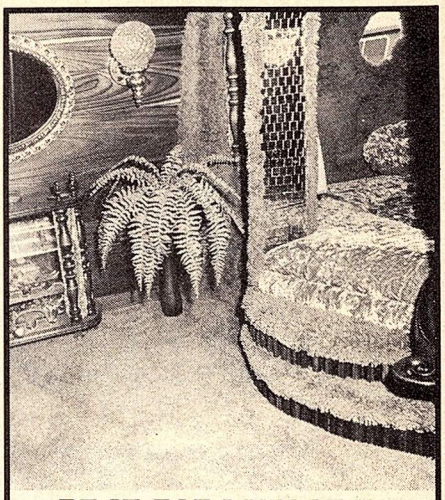

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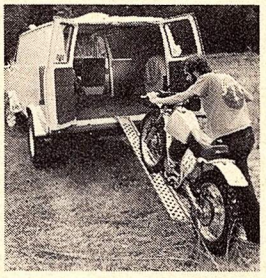

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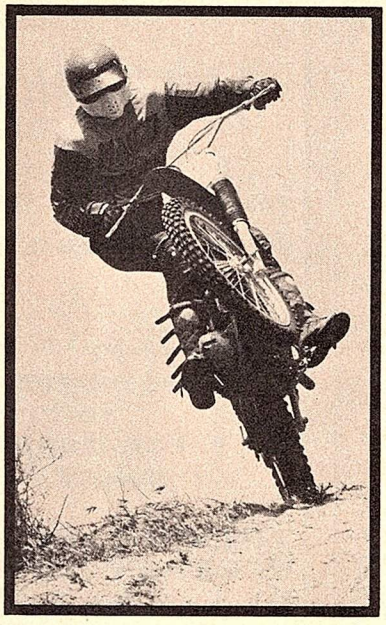

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A backward glance showed Heikki where Roger was, then he gunned hard after Stack, determined to get him on the first lap and build a cushion. But you can move too fast, even when you're World Champion. As he took a small, high-speed jump leading into a hairpin turn, Mikkola got out of shape and endoed hard. The impact knocked him momentarily senseless and tweaked his bike, and by the time he had pulled himself together there was nothing left to do but push the CR off the track and call it an afternoon.

And DeCoster was moving again. Wolsink had moved into the front runner's position and was building a lead, as Roger passed both Stackable and Lackey in the same turn and took off in pursuit of second-place Pierre Karsmakers. Then Roger got Pierre when he slid into a fence and the chase, held over from the previous week at Carlsbad, was on. Wolsink was going all out, desperate to hold his margin, but the three-time World Champion was closing the gap, picking up a second or two with each circuit of the course. With DeCoster right on his rear wheel Wolsink made a slight mistake exiting a turn, giving his teammate the inside line. Both riders sailed off the top of the big downhill before the start/finish line — together — DeCoster passing Wolsink in mid-air and keeping the advantage. With two-thirds of the moto gone and Roger immediately extending his lead, it seemed all over but the points totaling.

But racing doesn't always work out that way. DeCoster had built a comfortable five-second lead as the referee prepared to give him the two-lap warning, but it was Gerrit Wolsink who came around and got the sign instead. Out in the back stretches of the track, a mere two and a half laps from the finish, DeCoster's ignition failed and he was through for the day. Wolsink took the checkers and then clasped both hands high above his head, exulting in his victory.

But the real victory was Pierre Karsmakers'. Pierre had hung tough all day, fighting the imperfect Honda suspension around a course that required the best technology available, and his two second-place finishes were good enough for the overall. It was Pierre's first win in Grand Prix competition, and the first win for Honda in motocross at that level. With Suzuki seemingly boycotting the trophy presentation, Karsmakers stood alone on the three-stepped stand, clutching his trophy and smiling in weary satisfaction. For a moment he no longer looked quite so hungry.

SUPPORT CLASS

The 250 Support was a two-moto cakewalk for Frank Stacy and Can-Am. Stacy won both motos with relative ease, his main competition coming from Kawasaki of Canada's Jeff Wecker in the first moto, and from Husky-mounted Bob Thompson in both. But no one in the class could really handle the bare-handed rider from Cheektowaga, New York, on an afternoon and course which required both speed and stamina simply to survive.

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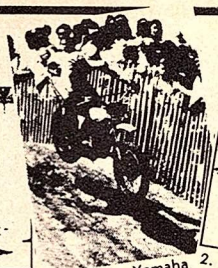
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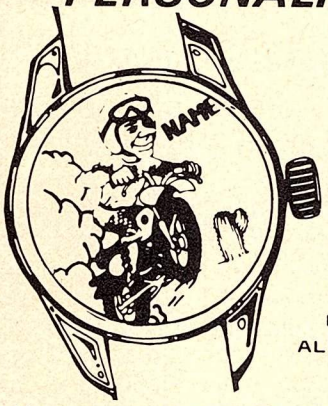

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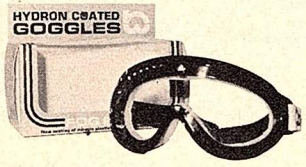

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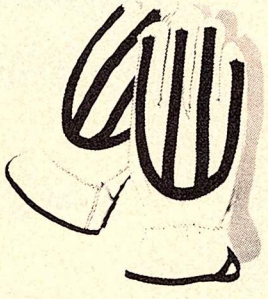

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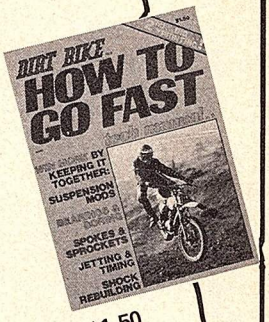

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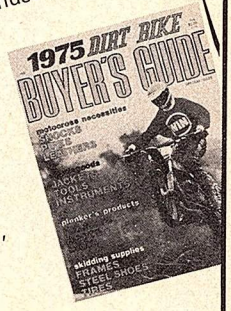

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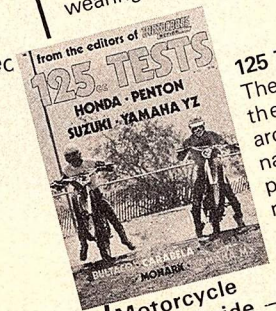

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